

Q.977.372

M436

Mattoon Memories:

Souvenir program from Mattoon

Centennial 1855-1955.

ILLINOIS HISTORICAL SURVEY



Q. 977, 372

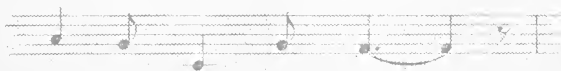
M436

MATTOON MEMORIES



Souvenir Program

Pageant and Celebration
September 4-10



Days of long a - go. —



ILLINOIS HISTORICAL SURVEY

THIS BOOK BELONGS TO
Russell Freemon
Shelbyville, Illinois

Robert Vane

A Progressive Bank

A Progressive Community

The Central National Bank

OF MATTOON

1805 Broadway Avenue — Just West of the Subway

The Friendly Bank

with the

Drive-up Window

Member F. D. I. C.

An Expression of Appreciation

BOARD OF DIRECTORS



Seated — (left to right) Urban Raef, Mrs. D. L. Tomlin, William Zuerheide, Mrs. Horace Champion, Glenn Stevens.

Standing — James L. Warren, Dr. Horace Batchelor, William Whitson, Paul Morrison, Dr. Eugene Noskin, Craig Van Meter, H. B. Ewing.

Not in picture — Mrs. W. L. Ford.

When a community proudly undertakes to celebrate 100 years of its existence and to commemorate the deeds of those who have played a part in its founding and development, nothing is more important than the willingness of public spirited citizens to accept individual responsibility and offer their best in cooperation and sacrifices. Of equal importance is the willingness of organized groups to lend constructive force of combined effort.

Now that the preparation period has come to a close and the celebration is being enjoyed, the two little words, THANK YOU, sound inadequate. However, because it is so justly deserved, and because of no better way to publicly thank all our people who have helped to make our Centennial a success, we repeat in all sincerity, "Thank You."

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Automobile Dealers Assoc.

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Bernard DeBuhr

Sunday - Freedom of Religion

Rev. H. Batchelor

Monday - Labor Day

Mattson Labor

Tuesday - Youth Day

Kiwanis Club

Wednesday - Ladies' Day

Sisters of the Swish

Thursday - Governor's Day

Shrine Club

Friday - Industrial

Assoc. of Commerce

Saturday - Agriculture Day

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Glenn Roth
Gene Holtgrewe
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Brothers of Brush Stag

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Monroe Jenkins
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Tom Suerdieck

Part I — THE PIONEERS — "Up From the Prairie"

The Centennial Committee and the editors of "Mattoon Memories" wish to express their deepest gratitude to several individuals and organizations whose help has made this publication possible. Among those deserving special mention are the following: The National Bank of Mattoon, for use of certain cuts from its centennial history, "Mr. Mattoon's City"; The Riddle, yearbook of Mattoon High School, for certain cuts; members of the Mattoon Historical Society who have written the papers on which this history is based. The individual authors are recognized as the various chapters are presented. Alex Summers, editor.

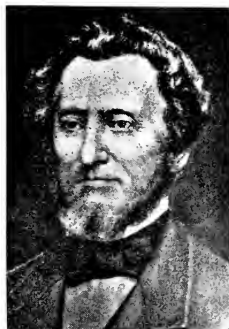
Part I — The Pioneers. is based on material written by the following: Mrs. W. H. Roney, Clarence W. Bell, Mrs. Ray Redding, and others in the Mattoon Historical Society.

Charles Sawyer, the first settler in western Coles County, was typical of the thousands of pioneers from Kentucky and Tennessee who moved from the south into the then unconquered wilds of Illinois in the early part of the 19th century. Charles came here first in 1825 as one of a band of government surveyors hired in Kentucky to do land work in the State of Illinois. Mr. Sawyer liked the prospects he saw in the rich prairie land of eastern Illinois, returned to Kentucky, and made plans to settle permanently in Coles County.

Before leaving Illinois, Sawyer had bought a tract of land in Section 33, Mattoon township, and had hired a man named Bates from near Charleston to build a cabin for \$10. James Nash, a pioneer woodsman, secured Sawyer's permission to live in the cabin during that first winter.

In 1826 numerous families, including those of John Sawyer, the Radleys, Harts, and others, poured into western Coles County, bought land and built cabins on the high ground around Washash Point. The settlers from Kentucky during the next 10 years produced many of Mattoon's business leaders. Among these were James T. Cunningham and John Allison, two of the four leading developers of Mattoon.

Cunningham and Allison had successful general stores in the Paradise village settlement before the railroad construction program produced the town of Mattoon in 1855. Both men bought portions of Section 13 on which the Original Town of Mattoon was built, helped plan the city, established several of the early businesses, and gave land for parks and churches. The other most influential early architects of Mattoon



*Namesake . . .
William Mattoon*

were Stephen Dexter Dole, a successful business man from Terre Haute, Ind., and Ebenezer Noyes, a pioneer from Massachusetts who had settled in the Gays area in the middle 1830's. Noyes did not buy land in Section 13 in 1855, although he did acquire some lots in 1856. He bought Section 14 — the land west of the Illinois Central tracks — on a contract from the railroad and planned the west part of Mattoon as we know it today.

Mattoon had a unique blending of national talents and philosophy as a result of the railroad construction boom. More than half the people who settled here were from Kentucky and Tennessee, but there was a strong delegation from Indiana and many people from New England. The Hoosiers were trained developers of pioneer land — shrewd in business matters and wise in the ways of the pioneer farmer. The Easterners lacked the practical outlook of the two other groups, but brought to the prairie an insistence on good schools and beautiful churches which set the city apart from other communities in the area. Among the Eastern families which helped shape the destiny of the new town were the Noyes, Neals, Lanes, Riddles, and Jennings. Two of the oldest brick homes in the city — both on Western Avenue — stand as reminders of the deeds of the Noyes and Lane families. The old Noyes home, started in 1869, stands west of the Trinity Episcopal Church while the Ray Reddings occupy the old Lane home on Western Avenue Road. The Jennings brothers, Ephraim and Ichabod, were early business leaders. E.

Jennings was the first railroad builder on the ground in the Mattoon area, having arrived here in 1853 to supervise the bridge building work.

The founders of Original Town were Charles Floyd Jones, Davis Carpenter, Jr., Usher F. Linder, Ebenezer Noyes, James T. Cunningham, Stephen D. Dole, John Cunningham, John L. Allison, Elisha Linder, H. Q. Sanderson, Harrison Messer, Samuel B. Richardson, William B. Tuell, and Josiah Hunt. The survey was completed in December, 1854, a plat notarized in April, 1855, and recorded at Charleston in October, 1855. The town was named in honor of William B. Mattoon at a meeting of the founders in the

Bunnell House in Charleston in May, 1855. The first engine, pulling two cars and caboose, reached the railroad crossing in Mattoon on June 9, 1855. The wood-burning engine belonged to the Terre Haute & Alton R. R., forerunner of the present Big Four division of the New York Central R. R.

After the railroads commenced service, business houses and dwellings rose rapidly throughout the new city. The pioneers watched a dream come true within the first year and saw it exceed all hopes within five years as the population climbed rapidly with the approach of the Civil War.

The discovery well in Mattoon's productive oil field was tapped in 1940, but the real development did not come until 1946. At the height of the boom more than 400 wells were producing. Even now in Centennial Year more than 250 wells still are active.

CONGRATULATIONS MATTOON

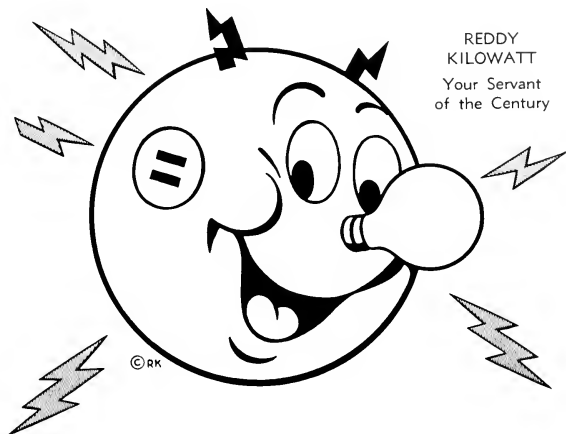
100th Anniversary
FROM

500 Employees of the Mattoon Lamp Plant and Their Families

Be sure and see our Industrial Exhibit
At Peterson Park

Progress Is Our Most Important Product

GENERAL  ELECTRIC



Congratulations . . .

To Mattoon on her Centennial Anniversary!

We're proud to have played a part in the City's progress, furnishing dependable Low Cost Electricity and Gas Service for over half of this Century.

MORE POWER TO AND FOR YOU!

Reddy is ready now — with plenty.

Reddy will keep AHEAD for the future.

**Central Illinois
Public Service Company**

Low Cost Essential Service to Industry, Business, Farm and Home.

Engine No. 1 of the Illinois Central Railroad, shown at right, probably pulled hundreds of trains through the city of Mattoon. The crossing of the I. C. and the Terre Haute Alton, now known as the Big Four Division of the New York Central R. R., created the town of Mattoon in 1855. Much of the city's prosperity during the past century can be traced to the growth of the railroads.



Part II — TRANSPORTATION

By Ray Redding

In referring to the growth and prosperity of any community the rather trite expression, "the wheels of progress" is almost sure to creep in.

indicating that progress is somehow related to wheels — the wheels of the covered wagon, the stagecoach, the ox-drawn cart, the buggy, the train and the automobile, until now that we have become airborne we refer to "the wings of progress".

Pharmacy Established 1865

OWINGS DRUG COMPANY

1621 Broadway

THE REXALL STORE

- 1865 Business established by Kemp
- 1866 Oblinger and Kemp
- 1870 Oblinger and Weaver
- 1878 Weavers Drug Store
- 1894 Sheppard and Becker
- 1899 Sheppard Bros.
- 1902 Owings and Morton
- 1907 Owings Drug Company

Serving the Mattoon area for over 90 years.



HAPPY BIRTHDAY MATTOON

Home of Railroad & Truck Salvage and
Factory Surplus Merchandise

FACTORY OUTLET

1908 Western Avenue

Mattoon Medical Association

The Doctors of Mattoon are proud to be
Part of this Centennial

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John D. Hardinger

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John Jemsek

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S. W. Thiel

Edward X. Link

Anna Weiss

Joseph F. Mallory

Otto Weiss

Wayne T. Neal

Edward N. Zinschlag

The growth of the small community of "Peg-town" (so-called because of the numerous surveyors' stakes) which was to become the City of Mattoon was due to the advent of better and swifter methods of transportation, culminating in the modern railroads.

The first transportation route through this vicinity was an Indian trail, running southeast and northwest, the nearest point to Mattoon being approximately four miles. This trail was marked with what were known as "Indian trees". The Indians had twisted young saplings, pointing the limbs toward the Kaskaskia and the Embarrass Rivers, thus marking a trail for newcomers. One of these trees was still standing until recently on the Old State Road. This trail was used by a tribe of Indians known as the Kickapoos. Of course travel was on foot or horseback.

The next methods of transportation available were by ox-team, horseback and stage coach on what is still known as the "Old State Road," one and a half miles south of Mattoon. Three miles southwest of Mattoon there was a town laid out in 1836, consisting of two streets on which were located an inn for the accommodation of travelers, a grocery store and post office. This place

was called New Richmond. It was for some time a stage coach stop, and rather ambitious plans were made for a village at this point but with the railroads by-passing it, construction stopped, and New Richmond ceased to exist.

In the spring of 1855, two railroads were being built toward the present site of Mattoon, one south from Chicago and the other west from Paris, Ill., the Illinois Central Railroad and the Terre Haute & Alton, respectively. It was first intended that the latter road would be built according to a survey made three miles north of Mattoon but this plan was abandoned in favor of the present location.

There is some dispute as to which railroad won the race to the crossing in Mattoon, but all historians agree that the Terre Haute & Alton brought the first train into the new town. That event took place on June 9, and 3,000 pioneers showed their appreciation of the railroads with a tumultuous celebration.

Mattoon became an exchange point for passengers and freight by the two roads. Near the intersection, west of the Illinois Central and south of the St. Louis, Alton & Terre Haute, there was built a three-story combination passenger station and hotel called the Essex House.



FIRST FEDERAL SAVINGS and LOAN ASSOCIATION OF MATTOON

SAVINGS INVESTMENTS HOME LOANS

We invite you to visit our Modern Offices

Parking Area

Air-Conditioned

Drive-Up Window

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Serving This Community for 66 Years

OFFERING A TRULY REVOLUTIONARY PRODUCT
IN A REVOLUTIONARY AGE



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MACK'S TIRE SERVICE

509 NORTH NINETEENTH ST.

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MACK'S TIRE SERVICE

which served both roads. Trains stopped for meals at the Essex House, the stops in most cases being about thirty minutes.

Through train service between Chicago and East St. Louis (then called Illinoistown) without the necessity of changing cars en route was established for the first time in October, 1856. Soon afterward the Illinois Central placed in service two passenger trains each way daily except Sunday, providing the quickest transit then available between Chicago and St. Louis. The route was over the Illinois Central from Chicago to Mattoon, and by the St. Louis, Alton and Terre Haute from Mattoon to Illinoistown.

A "luxury train", the "Lightning Express," was put into service, which provided Chicago and St. Louis with their first sleeping and state-room cars, years before such equipment was introduced on other railroads. The Lightning Express really made history. The St. Louis advertising posters informed the public that they could travel in "magnificent State Room Cars, enabling the passenger to retire to bed and take a comfortable night's sleep while rapidly pursuing his journey." Also that "Omnibuses call for passengers at the hotels, steamboats, railroads and *private residences, free of charge.*" The passenger "rapidly pursued" his journey

from St. Louis to Chicago from 4:00 P. M. until late the next morning.

In 1872 Mattoon acquired a third railroad which was first known as the Decatur, Lincoln & Pekin. The branch of this line which was extended to Mattoon was built by the Decatur, Sullivan & Mattoon Railroad, incorporated March 26, 1869, and opened for operation in 1872. Six years later the Grayville & Mattoon Railroad Company, incorporated in 1876, completed its line from Mattoon to Parkersburg, which point remained the southern terminal for several years. In 1880-1881 several companies operating the route from Pekin to Parkersburg merged to form the Peoria, Decatur & Evansville Railroad, the old P. D. & E.

To relate the history of this line between Peoria and Evansville, Inc., would require writing a book. As many as twenty-eight distinct companies, dating back to 1839, were involved in its ownership and operation. Finally, in 1900 the railroad was put up for auction and bid in by the Illinois Central Railroad, and has since been a part of that system. Carlton J. Corliss, in his book, "Main Line of Mid-America", says:

"Probably no segment of the Illinois Central has experienced more vicissitudes or suffered a closer acquaintance with the

Mattoon's Only Home-Owned Department Store



Serving This Area For A
Quarter Of A Century

MATTOON, ILLINOIS

EFFINGHAM, ILLINOIS

Congratulations . . .

MATTOON on your 100th ANNIVERSARY

1855 - 1955



F R O M

Kull Lumber Company

Our Lumber Business Located
At Same Address Since 1886

18TH and PRAIRIE AVENUE



- **FAST** Convenient Service
- **QUALITY** Lumber and Materials
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AT KULL LUMBER CO.

bankruptcy courts than has this line, known to old-timers as the Peoria, Decatur & Evansville, or simply the P. D. & E. * * * *

"Many and lurid are the tales of rail-roading on these short-lines through the seventies, when each was operating independently. The Grayville and Mattoon, for instance, owned two wheezy little engines which had been purchased secondhand when the road was built. Its track was built with iron rails weighing fifty pounds to the yard. Weeds flourished in abundance on the roadway. Cross-ties were laid on the ground without foundation work. Consequently, after a heavy rain or thaw the rails would sink down nearly out of sight under the weight of a train. Rarely were passengers or freight schedules maintained. Profits were often non-existent.

"On the Grayville-Mattoon line water for the engines was obtained by the aid of a 'one-horse power pump' of ingenious construction. The capacity of the tank was sufficient only to take care of the wants of one locomotive. A horse was kept on hand to operate the pump, and each engine crew had to replenish the water supply by hitching up Old Dobbin and putting him to work.

Even at such an important terminal point as Mattoon, where four railroads met, a team of oxen was driven by the yardmaster to switch the cars to and from the freight house."

In 1878 the present roundhouse and shops were built; also a passenger station at 21st Street and the tracks. In the earlier years before the consolidation of the different lines there was no connecting link between the south and north branch but the north branch was connected with the St. Louis, Alton & Terre Haute at the outskirts of Mattoon and used their tracks to the Essex House or depot. The trains on the south branch arrived via the Illinois Central tracks to the depot.

With the opening of the P. D. & E. passenger station and the necessity for transportation of passengers and baggage between that station and Essex House or depot of the two earlier railroads, a certain young lad of sixteen heard opportunity knocking and seeing a chance to help himself as well as travelers through Mattoon, started a hack line for such purpose. With a team of horses, riding astride one and leading the other, this enterprising young man journeyed to Shelbyville, Ill., twenty-four miles from Mattoon, where he had heard there was a hack

Compliments of

MATTOON'S OLDEST LIFE INSURANCE AGENCY

THE SOUTHEASTERN ILLINOIS AGENCY OF

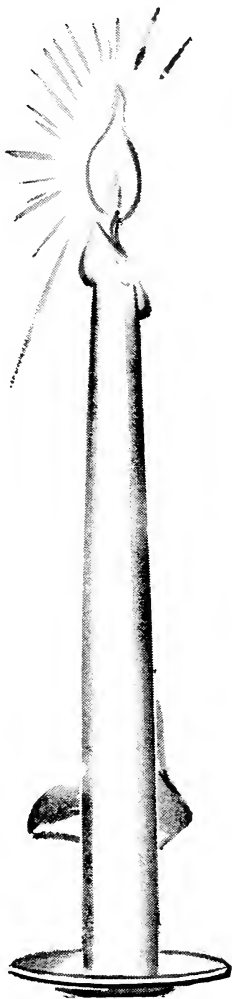
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WABASH AVENUE AT 15TH STREET



Kuehne . . .

The greatest name in Dinette Furniture is proud to be a part of this century old city.

This community has been a good place to produce our product because so many good people live here.

With the fine cooperation of all our employees, Kuehne has grown with the city and is now the world's largest manufacturer of tubular steel furniture and also the city's largest producer of payroll dollars.

All of the employees of the Kuehne Mfg. Co. are proud to say — "May the candles on Mattoon's birthday cake glow brighter as the years go by."

"If It's Kuehne It's Better Than The Best"

for sale. He bought it, hitched the team to it and drove back to Mattoon. Later this man became a locomotive engineer on the I. & St. L. Railroad, and it is from listening to his vivid accounts of early railroading that the writer first became interested in the subject. Incidentally, the young hack owner, Charles C. Redding, was the writer's father.

Returning to the original St. Louis, Alton & Terre Haute Railroad, which we left at the crossing when it first met the Illinois Central in 1855. This road, nicknamed the "Sankey" by its employees, afterward became the Indianapolis & St. Louis. Then it was purchased by the Big Four, formerly called the "Bee Line" and constituted part of the Cleveland, Cincinnati, Chicago & St. Louis, now part of the New York Central System.

The division point for the St. Louis, Alton & Terre Haute had been at Litchfield, Ill., seventy-nine miles west of Mattoon. Later, in 1870, the division point was changed to Mattoon, and about this time the road became the Indianapolis & St. Louis Railroad. Most of the road's shop employees and trainmen moved to Mattoon, boosting the population considerably and creating a real estate boom. We can imagine that

even in those early days there must have been a "housing situation".

The roundhouse and other shop buildings were built at their present location, between 8th and 9th Streets and the tracks. There are two relics from the Litchfield days still in use at the Big Four shops. One very small office building was brought here intact on a flat car and is still in use. Also the whistle which we hear blown at certain hours every day was brought along and is still sounding off, a little hoarse and tired, perhaps, as might be expected of a near-centenarian, but still faithful.

The first switching yards for this road were constructed between 19th and 21st Streets, consisting of four tracks which held about twenty-four cars.

During the years 1903-1904, an interurban line was built between Mattoon and Charleston, one of the Samuel Insull interests. There had been a plan for an electric route leading out of Mattoon in the directions of Terre Haute and Decatur. The idea for the Decatur line was discarded and only the line east as far as Charleston was established. This Mattoon-Charleston Interurban Line did a flourishing passenger, mail and express business as well as handling freight, until the advent of the automobile and hard roads.

Best Wishes from

MATTOON'S OLDEST FURNITURE STORE



The "Big Store on the Corner"

15TH and BROADWAY

GREETINGS —

To all the good people of Mattoon in the celebration
of our 100th Birthday.

THANKS —

For the

38 YEARS

of Successful
Business

We have enjoyed in this wonderful community and the
hundreds of old and new friends over the years.

STOP AND SEE US AT

2008 MARSHALL AVENUE

The Home of

TOLLE
certified
ICE

GREEN MARKED
COAL

PAROFAX
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Citizens Coal and Ice Company

H. R. Tolle

G. H. Tolle

W. E. Tolle

At one time the road owned five passenger cars and one express and freight car.

A major accident occurred on this road in 1907 when there was a collision between a passenger car and a freight car, in which eighteen people were killed and about twelve seriously injured. The road was abandoned in 1926.

As part of the interurban project a Mattoon Street Car Line was established, which line extended from Logan Street on the east side of town via Broadway and Prairie Avenue to Thirty-third Street. This project was also abandoned in 1928. Later a bus line was put into service, which is now operating. The inter-state bus lines afford Mattoon passenger service in all directions.

With the last chapter in the history of Mattoon transportation we have advanced from Indian trails to airways. Mattoon first became air-minded in 1929, when a small air field east of the city began operation but was later discontinued. In 1946, the Coles County Airport was established under the Airport Authority Act. The port is located five miles east of Mattoon and comprises three hundred acres. It is equipped with hangars, beacon and all other facilities necessary for the operation of a Class III or Feeder Airport. Early this year (1955)

the first regular air service via the Ozark Air Line became available to Mattoon and vicinity.

The growth of our city has been so interwoven with the growth of transportation that it is not exaggerating to say that transportation made Mattoon. We would like to consult our crystal ball and tell what the next one hundred years will bring in the way of new marvels for satisfying that urge which Peter Finley Dunne termed "the home-leaving instinct of the American people". Perhaps some of our descendants will take off from the Coles County Airport for a trip to Mars!

A steam railroad from Danville to Mattoon was promoted during the years 1875-81. The line was surveyed and bonds attempted. Judge D. T. McIntyre of Mattoon was attorney for the company.

KENT LUMBER & COAL COMPANY

**21st and Broadway
MATTOON ILLINOIS**

From All of Us to All of You

HAPPY BIRTHDAY

WALKER CONSTRUCTION CO.

KNOWLES CAFETERIA

1626 Broadway

LITTLE CHEF

110 South 17th

WHERE HOSPITALITY IS EXCEEDED ONLY BY GOOD FOOD

At This Time When . . .

**MATTOON IS CELEBRATING
ITS CENTENNIAL**

. . . we are enjoying our 15th year of sign
and outdoor advertising service to Mattoon
and surrounding communities.



Producers of the Finest Sign, Bulletin
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PROGRESSING WITH MATTOON
FOR 40 YEARS

YOUNG & FOOTE ELECTRIC CO.

Licensed Electrical Contractors
1910 Western Ave. - Phone 3344
MATTOON, ILLINOIS

Industrial and Residential Wiring for
Light and Power

Electrical Repairing - Wiring Materials
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A Good Job At A Reasonable Price

CITY SHOE SHOP

C. Y. Quackenbush

"Almost a Quarter of Century of Fine
Service in Mattoon"
(In our 24th year)

MATTOON'S OLDEST and LARGEST
SHOE REPAIR SHOP

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THE SHOP SMART WOMEN PREFER

MATTOON, ILLINOIS

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SHANKS PACKING COMPANY

13th and Hayes Sts. Mattoon, Illinois

HOME KILLED MEATS

Wholesale only

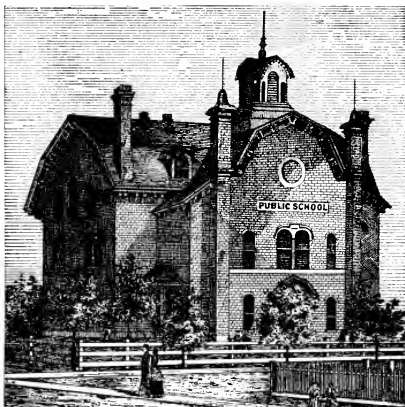
Part III — SCHOOLS AND CHURCHES

Mattoon School History

By Mrs. H. E. Greer

The first schools in Mattoon were private, and held in the home of the teacher, who charged a small tuition of \$2.00 to \$3.00 per quarter per pupil. A woman named Greene had a school of six scholars in a cabin with dirt floors about 1828 at Wabash Point. Shortly afterwards, log school houses were built with joint labor of the settlement — one settler donating the site; others tools such as an ax, frow and angur; and still others the labor. These log school houses had puncheon floors, and puncheon benches for seats. The teacher's desk was a puncheon table which was used mainly to "set a copy" on each pupil's slate or copy-book so he could attempt to reproduce the teacher's chirography. The teaching was mainly personal with each pupil in a grade by himself. The teacher usually furnished the few textbooks used in reading, writing, arithmetic and spelling.

The first regular log school house was built around 1829-1830, at Wabash Point on land donated by Van Vort. The first teacher was Mr. Banker, followed consecutively by David Camp-



An Early School

bell, William Moffett, Eli Taylor and O. H. Perry.

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Contemporary with the start of the town, Mattoon, and before the cold of winter in 1855, a small frame school house was built on east Broadway, where the greatest influx of population was expected. Since the little house was crowded to the utmost, only the winter term was taught there. This was a subscription school. The next term, a similar school was "kept" in an unoccupied room.

The first so-called public school, supported mainly by taxation, was conducted in 1855 and '56 by James A. McCullam in an upper room of True, Cunningham and Company's Store — now 1212 Richmond Avenue.

Private schools came into being in the early history of Mattoon. Most noticeable of these was started in 1857 or '58, and called the Male and Female Academy. It was, in truth, two institutions in one, Mattoon Female Academy and Mattoon College. Chartered in February, 1863. Mattoon College does not seem to have existed very long. Lack of means was the obstacle to the growth of both, as the town was too young and too poor to endow them. Prof W. W. Gill was the first teacher in the Mattoon Female Academy, followed by Rev. D. F. McFarland, and later Mrs. C. E. Gill.

Other subscription of private schools were conducted through out the town; one supervised by Miss Ida McNett in 1856 in the old Baptist Church, (1421 Wabash); another, by James Ballon; and a third, by Miss Susan Cleaves in 1857 in the Cumberland Presbyterian Church (1321 Broadway). Owing to the inability to support private schools and the erection of new and better ward or public schools with their increased facilities and free tuition, the academy and all private schools were gradually abandoned.

In 1856, the first public school building was erected in the northeast part of town on the site of 1307 Champaign. It was a two room brick building, which seated many more pupils than any of the buildings previously used. James Ballon was the first principal and Miss Kate McMunn, the teacher. By 1859, enrollment had increased to 186 pupils, so three teachers had to be employed, and other facilities utilized. Charles A. Sage taught classes in the unfinished Christian Church on lots donated by James Monroe and J. T. Cunningham at 1600 Wabash Ave.; Miss Mattie Smith held classes at what is now 1612 Charleston; and Miss Eliza Voris in the brick school at 1307 Champaign.

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In 1863, there were 800 school age children in the growing town, so, in October, the one school district was divided into Districts No. 1 and No. 7, with the Illinois Central Railroad established as the dividing line between the two districts.

In 1864-65, a two story brick school was erected on the west side of town by the West Ward and put under separate control, with it and the east side brick independent of each other. The West Side building was an improvement over the East Side School. It contained four rooms, was supplied with a bell, improved seats, blackboards, and all the "machinery of the modern school room of the day". O. S. Cook was the first superintendent with Miss Jennie McKinstry, Miss Miller and Mrs. Riley, assistants. Other early superintendents were T. H. Smith, and T. B. Greenlaw. (It was from this site that the government took observations of the total eclipse of the sun on August 7, 1869). The West Side Building was used without change until 1871, when a third story, with five rooms and a large hall, was added. Here on the third floor, high school classes and entertainments were held. Since the school occupied the entire block, there was plenty of playground space. Previous-

ly a small one room building had been erected west of the school grounds for colored children. Since it was found impractical to educate them separately, the building was moved to the school yard and used by primary children, and the colored children admitted to the grade school. In 1899, the West Side building had become inadequate, so the present Hawthorne building was erected on the site in the 2500 block between Richmond and Champaign Avenues.

The brick building on the east side (1307 Champaign) was used until 1865, when a new building was begun in the 1200 block between Broadway and Prairie, completed in December, 1865 and opened in January, 1866. It was brick and contained five rooms and a hall on the third floor similar to the West Side School. R. M. Bridges was the first superintendent, and the teachers were: Miss Susan Cleaves, Miss Mattie Blake, and Mr. C. F. Deming. Other early superintendents were: N. P. Gates, and N. C. Campbell. In 1900, the building was razed, and the present Longfellow School, a counterpart of Hawthorne, was built on the site.

As the town continued to grow, and the number of school age children increased to over 400 on the East Side of town, it became necessary

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We at WTVP, Channel 17, Decatur, join you in the celebration of your Centennial Birthday and are grateful for the opportunity that has been ours in bringing the attention of our viewers in the other areas and surrounding communities to your Centennial through our Friday evening program . . . 'The Mattoon Centennial Hoedown'.

We feel that we are part of your community that the television station should be truly representative of your city as well as of Decatur where our tower is located. We invite you to not only tune in channel 17 to watch our programs but to make them more interesting to Mattoon residents by forwarding news items to the station for use on the shows and by sending those from your community with exceptional talent to appear on our live variety programs. I, personally, will be happy to arrange an audition for anyone who wishes to appear.

Suggestions on how our programs can be made better and more interesting to you are invited and welcomed.

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to erect another school. This building, the South Side School, a two story brick, was erected at 1217 Lafayette in 1878, during the superintendency of E. P. Rose. The teachers were Lavinia Ewing Riddle, Helen Patterson, and Julia Pulsifer. In 1920, the present Lowell School was erected on the site.

The North School, a two story brick building, was built in 1882 at 1206 Shelby Avenue, the site of the present Washington School which was constructed in 1916. John Hall was the first Superintendent and the first teachers were Misses Elle Granger, Lila Wright, and Carrie Riddle.

Columbian School, a two story brick building, was built in 1893 in the 2100 block between Marshall and Edgar Avenues while B. F. Armitage was superintendent. Misses Kate McCarty and Mary Phillips were the first teachers. In 1924, the present Columbian School was erected at 2709 Marion Avenue.

Lincoln School at 1200 South 17th and Bennett School at 205 South 32nd were built in 1912 from identical plans.

The following statement quoted directly from a copy of the Souvenir of the City of Mattoon

published in 1899 indicated the city's attitude toward its school system in those early days: "The Public Schools have ever been the leading pride of our citizens and Mattoon is never second to any in the country in the line of educational advantages."

Natural gas was believed to underlie the territory to the southwest of Mattoon and a company to dig for the same and sell it was organized in 1909. A franchise was granted to C. H. Wetmore, W. H. Belt and W. L. Hewitt on August 17, 1909. The promoters failed to sell their prospects.



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Mattoon Church History

(Based on materials furnished by
Mrs. H. E. Champion)

Early religious history of Mattoon and vicinity is coincidental with early settlements. Most of the settlers had strong religious convictions and beliefs. In the warm weather they held meetings in the shady woods by some pleasant stream. In winter, services were held at homes, schools or other buildings.

The first benches were split logs, the flat side dressed and smoothed with a broad ax, and supported by stont short sticks for legs. No backs were made. When not in use, the benches were piled in a corner of a cabin yard until time of service when they were carried inside and arranged as best could be.

There were no song books. The leader would read in solemn monotonous tones the first two lines and lead the congregation in singing them. Then the next two lines would be read, followed by singing, and so on until *all* the hymn was finished, not just the "first, second and last" stanzas.

As settlers increased, they began in the early

'30's to have camp-meetings in the summer and early fall, when people came for miles camping out for weeks. The preacher's words were vigorous. The congregation shouted and showed other manifestations of emotion by both sexes although the women were most affected. Often many would be crying aloud for mercy and for pardon from their sins, while at the same time others would be shouting praises and hallelujahs because they had found peace to their souls. Women would become hysterical with overflowing emotion and embrace all who came near them, men and women alike, sinking down at last from sheer exhaustion and the preacher would request some of the good brethren to carry them to their tents to recuperate. At such times the meetings were continuous from early morning until late at night, preachers, exhorters and other leaders would relieve one another.

The first church in Mattoon probably was built by the old line Baptists (predestinarians or hard-shell). They erected a small frame building in the summer of 1856 at a point now known as 1421 Wabash Avenue. They allowed other denominations to use the church building. After the old line Baptist church disbanded, the building was sold to the United Brethren. Several

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other churches organized in 1856, among them being the Church of Immaculate Conception, and the First Methodist Church. The former built its first church building here in 1860 under the direction of Father Ryan. Prior to that time, Mattoon was a mission served from North Arm, Ill. The Church continued a steady expansion in building during the 1860's and 1870's.

The Methodist Church was organized here in 1856 as the first Methodist Society of Mattoon and held regular meetings in the homes of the members. It is probable that a recognized Methodist group may have been active here as early as the fall of 1855, according to certain county records, but a resident pastor was not appointed until 1857. The first church building probably was started in 1858.

The New School Congregation of the First Presbyterian Church was organized in 1858, while the Old School Church began formal operations in an abandoned Methodist Church on Champaign Avenue in 1860.

The First Christian Church organized here in 1859, and held its early meetings in public halls and the homes of members. In 1870 another

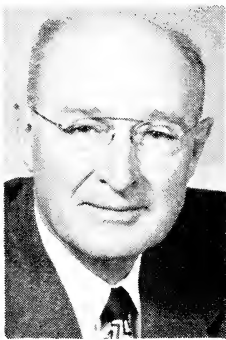
branch of the Church was organized in Mattoon.

In all, 36 church bodies now hold regular services in the city of Mattoon. A number of these are erecting new church buildings during Centennial year as a testimonial to the city's perpetual devotion to beautiful and active churches.

An electric railroad from Decatur to Mattoon was projected in 1905. It was called the Decatur, Sullivan & Mattoon Railway company and received franchises from the Mattoon council on March 20, 1906; February 5, 1907, and September 3, 1912.



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Part IV — MATTOON AND THE CIVIL WAR

By Alex Summers

Because Coles County and Mattoon always will be associated with "The Lincoln Story", the part this area played in the Civil War fascinates students of history. Thomas Lincoln, the father of Abraham, lived southeast of Mattoon from 1831 until his death in 1851. Sarah Bush Lincoln, the stepmother of Abraham, did not die until 1869.

The curious historian wonders how the people of Coles County felt toward the war effort, in view of their close relationship with members of the Lincoln family. Also, the central eastern section of Illinois was strongly divided on the war issue, as this paper will explain later. But there were other unique circumstances which created a wealth of memorabilia about the Civil War.

The story of Mattoon's part in the Civil War logically begins with Ulysses S. Grant. The war had been going several weeks before Grant wangled an active assignment out of the adjutant general's office in Springfield — and then he was sent out merely to muster guard units



Col. U. S. Grant

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into service! One of these was the 21st Illinois Infantry regiment, which Grant mustered in at Mattoon in May, 1861. He later met it at Springfield and later entered the curious battlefields in Missouri and then Kentucky.

According to local traditions, Grant formally inducted this regiment in a brief ceremony held northwest of the present Illinois Central railroad station. His troops were quartered in a training area northeast of Mattoon in a section we now call Grant Park.

Although Grant's stay in Mattoon was extremely brief, his later fame preserved an undying interest among local people in the war-time leader and the two-term president of the post-war period.

Colonel Grant himself, in his well known *Memoirs*, has the following to say about his brief stay in Mattoon: "The 21st Regiment of Infantry mustered by me at Mattoon refused to go into the service with the Colonel of their selection in any position. While I was still absent, Governor Yates appointed me Colonel of this latter regiment. A few days later I was in charge of it and in camp on fairgrounds near Springfield. (This was on June 16, 1861.)

"My regiment was composed in large part of young men of as good social position as any in their section of the state. It embraced the sons of farmers, lawyers, physicians, politicians, merchants, bankers and ministers, and some men of maturer years who had filled such positions themselves. There were also men in it who could be led astray; and the Colonel, elected by the votes of the regiment, had proved to be fairly capable of developing all there was in his men of recklessness. It was said that he even went so far at times as to take the guard from their posts and go with them to the village nearby and 'make a night of it'! When there came a prospective battle, the regiment wanted to have someone else to lead them. I found it very hard work for a few days to bring all the men into anything like subordination; but the great majority favored discipline, and by the application of a little regular army punishment, all were reduced to as good discipline as one could ask."

At least a dozen other companies or regiments performed heroically during the Civil War and merited special notice in citations by the Army at the close of the Civil War. Among the most distinguished of these groups was Company D, of the 41st Regiment, commanded first by Ed-

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mund W. True, who was killed at Fort Donelson, then by R. W. McFadden, and then by Joseph Withington who was later to become known as the much revered Capt. Joseph Withington. This unit was made up largely of Coles County Volunteers. R. W. McFadden was later promoted to Major of the regiment.

The 54th regiment, which had for its second colonel G. M. Mitchell of Charleston, who was later promoted to brevet Brigadier General, included many Coles County soldiers. William M. Puritan and Russell W. Williams of Mattoon were captains of Company A and James T. Smith of Mattoon was captain of Company F in the 54th.

The 62nd regiment, Illinois infantry, was commanded by Col. James M. True. It had some privates from the Mattoon area and several officers. Lewis C. True was first adjutant, then Major, and finally Lt. Colonel, and in command of the regiment at the date of its muster-out March 6, 1866. Dr. V. R. Bridges, one of the early distinguished physicians of Mattoon, was a surgeon of the same regiment. James M. True, while still a colonel, was for a time in command of a brigade. This continued for a year or more, and just before the close of the

War he was promoted to Brigadier General by brevet.

The 123rd regiment, one of the most heroic of all contingents serving from Mattoon and Coles County, had as its first commander Col. James Monroe, who was regarded as a gallant and popular officer. Col. Monroe was a son-in-law of James T. Cunningham, one of the most distinguished of the early settlers of Mattoon. Col. Monroe was killed at the battle of Farmington, Tenn., on October 7, 1863. Jonathan Biggs of Mattoon succeeded Monroe as Colonel. Company D of the 123rd regiment was commanded by James L. Hart of Etna. Company E was commanded by A. C. VanBuskirk, John W. Champ and Thomas E. Woods, all of Mattoon; Company I was commanded by William E. Adams, then of Mattoon. The 126th regiment, while having only a few privates from Coles County, was commanded by Jonathan Richmond of Mattoon. It was organized and mustered in at Alton, Ill., on September 4, 1862, and was mustered out July 12, 1865.

The most active Coles County family in the Civil War probably was that of the Trues. Among those of the True family who served were James M., Edmund W., Lewis, John, James F.,

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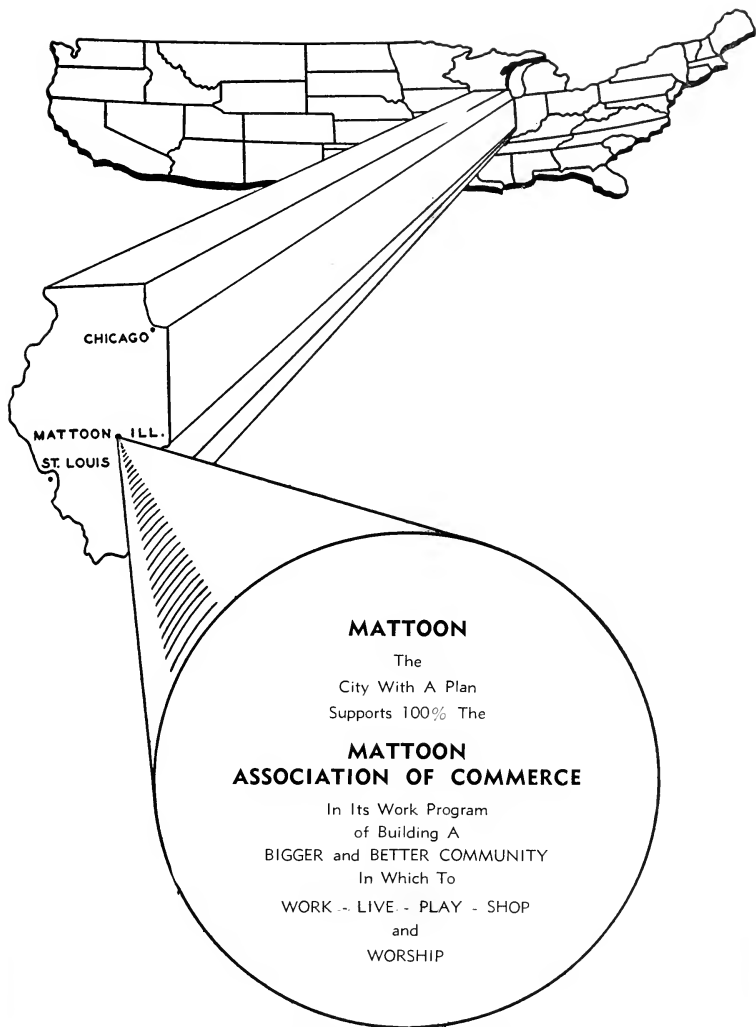
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It is our desire and intention to grow with the community and to further improve our service in every way possible.



Mattoon New Car Dealers Association

and Theodore E. True. The latter, Theodore E. True, became a professional soldier and served with the United States Army until he reached retirement age in 1904. He became a Brigadier General and at one time gained considerable prominence for his work in leading an expedition to relieve people in Nebraska who were suffering as a result of an onslaught of grasshoppers in the summer of 1875.

Another family which sent many sons to the Civil War was that of the Harts. While most of the Hart family lived in the southwest part of the County, several of them lived in Mattoon or were active in its businesses or trades.

"*The History of Coles County*" written by Charles E. Wilson in 1905, has this to say about the part played by Mattoon and western Coles County in the Civil War: "As an indication of the fidelity of the County to the cause of the Union in that memorable war, it may be stated that by August 1, 1862, Coles County had sent to the front thirteen companies and had three more nearly full, making about sixteen companies in all. This would have been Coles County's quota for 163 regiments, nearly twice as many as the State had furnished up to that time.

"The Adjutant General's report issued early

in 1864 showed that Coles County had then furnished to the Union Army more than her quota. Her quota, unto the various calls up to that time, was about 1,339, but up to October 1, 1863, she had actually furnished volunteers to the number of 1,870, an excess of 531 above her quota and this did not include those who had enlisted in regiments from Missouri and other states.

"Not more than three, or possibly four, counties in the State furnished as many volunteers in proportion to population as did Coles County. In July, 1863, about twenty men from Mattoon and vicinity under the command of one Lane, a brother of T. P. C. Lane, one of the most respected of the early lawyers, went to Indiana to help drive out John Morgan, who was reported to be about to ravage that whole state. On their return, not having gotten sight of the famous guerrilla, but having shown their good intentions at least, they were entitled to a complimentary dinner at the Pennsylvania House of Mattoon by its proprietor, Thomas McKee."

Are there any reminders in Mattoon of the sanguine struggle between the states in the 1860's? Well, there are the tangible things — reminders like the 18-foot-long flag pole which

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Water flooding is forcing more oil from Illinois pools. Above, scene in the Loudon pool showing a huge source water well, a storage tank and a compressor station. Another 100,000,000 barrels of oil may be developed from the Loudon field, alone, through water injection techniques.



It takes stability and a steady substantial growth to live 100 years.

The Mattoon of today is a tribute to pioneer builders of the century past.

Men and women making up the Carter employee family have been residents in Mattoon a combined 450 years. Seventeen of the present staff of 60 are natives of Illinois. Some have been in Mattoon with Carter almost from the day Eastern Division headquarters for operations in four states were established 19 years ago.

Carter years in Mattoon have been eventful years. Nearly 250,000,000 barrels of oil have been produced from Carter's Illinois pool discoveries in that time. Thirteen fields, including the 11,000,000 barrel Mattoon pool, have been found through the company's exploratory efforts.

Carter has been producing oil continuously for 62 years. Stability and steady, substantial growth likewise have marked its development.

Mattoon and Illinois have played and are playing a very real part in the company's progress.

The Carter Oil Company

belongs to the U. S. Grant Hotel. This pole supposedly was in use at Camp Grant at the north-east edge of the city during the Civil War. It may even have been there during the Civil War period. At one time this same pole and a Civil War period flag flew at the Dole House, now the Byers Hotel. Then both went into discard and were consigned to an alley junk pile.

An early dentist, Dr. S. A. Campbell, saw the neglected flag and pole and protested that they be saved. As a result of his interest, the Hotel U. S. Grant acquired the pole, while the flag was taken over by the Byers family which had bought the old Dole House. H. R. Checkley, president of the Hotel U. S. Grant Corporation, had the flag pole refurbished for the Centennial celebration.

Numerous Civil War muskets and weapons of the period remain in the homes of Mattoon pioneers who lived here during the 1860's. Dozens of letters written by soldiers from Mattoon have been preserved by their relatives who now live here. A few old uniforms of the War period are still intact. A brass tablet at the entrance of the Illinois Central Railroad station tells where U. S. Grant took command of the 21st regiment in 1861 — the first troops he commanded in the

Civil War. Over in the public library is a beautifully framed memento of the Civil War. It preserves the remnants of the flag carried by the heroic 123rd Regiment, which saw action in a dozen of the most spectacular and deadly battles. This flag was carried by John Morgan, a Mattoon youngster, who later moved to Utah and became one of the prominent leaders of the Mormon Church. John's son, Nicholas G. Morgan, Sr., framed the flag with a carefully executed map and description of the campaigns of the 123rd and presented them to the city of Mattoon and the Mattoon Historical Society in 1950.

These are the tangible remains of the Civil War. But the intangible mementos are countless.

There are the stories of our soldiers in battle, of their heroics and their victories and defeats and deaths. There are the stories of Mattoon's seething disagreement from within — the contests between Union supporters and Southern sympathizers — called "Copperheads"; of the "Copperhead" rally of 3,000 people south of town; of the Charleston Riot in March, 1864, which cost nine lives and involved numerous Mattoon people; of the Essex House and its role as a link in the underground railway which spirited Negroes from South to North and free-

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Congratulations to Mattoon
on your 100th Anniversary

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The Confidence of the public is our most
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Program of Daily Events

MATTOON CENTENNIAL

SATURDAY, SEPTEMBER 3 QUEEN CORONATION DAY

Morning and Afternoon — Paul Duffield Tennis Tournament - Lawson Park.

Evening, 9:00 — Coronation Ball - Coronation of Mattoon's Centennial Queen and presentation of Court of Honor - Music by Don Glasser and his world famous NBC Band. Dancing till 1:00 at High School Gym with Square Dancing on street.

SUNDAY, SEPTEMBER 4 FREEDOM OF RELIGION DAY

Morning — Centennial Services in ALL Churches

Afternoon — Open house in Mattoon Churches. Diaramic Transportation Exhibit — Downtown Mattoon by Brotherhood of Railway Clerks. Historical Window Displays — Downtown Mattoon. Centennial Tea — Sponsored by Sisters of the Swish—Masonic Temple. Illinois State Horseshoe Pitching Tournament — Peterson Park. Semi-Finals — Paul Duffield Tennis Tournament — Lawson Park.

Evening, 8:15 — Massed outdoor service commemorating 100 years of Religious Freedom and growth in Mattoon. Address by Dr. J. Walter Malone, President of Millikin University. Music by the Combined Choirs of Mattoon Churches under the direction of Dr. S. H. Allen.

MONDAY, SEPTEMBER 5 — LABOR DAY

Morning, 9:00 — Reunion of Class of 1916 Mattoon High School Breakfast at U. S. Grant Hotel. Semi-Finals — Illinois State Horseshoe Pitching Contest — Peterson Park. Semi-Finals — Paul Duffield Tennis Tournament — Lawson Park.

Afternoon, 2:00 — Gigantic Patriotic and Historical Parade — Downtown Mattoon. Bands, Marching Units, Mounted Units and floats of all kinds. Open of Centennial Gayway-Blue Grass Shows — Peterson Park. Rides and fun for all. Opening of Industrial Exposition — Mattoon Products on Display — Peterson Park. Aerial Performances free to all. Marsha — America's trapeze prodigy. Bronos swaying comets. Tennis tournament finals — Lawson Park. Horseshoe Pitching finals — Peterson Park.

All Day and Evening — Historical window displays, Downtown Mattoon. Railroad Exhibit, Downtown Mattoon.

Evening, 7:45 — Pre-Pageant Entertainment.

Evening, 8:15 — Premier Presentation of the Mighty Historical Pageant-Spectacle "Mattoon Memories" with a cast of over 400 local people, with an awe-inspiring fireworks finale.

TUESDAY, SEPTEMBER 6 — YOUTH DAY (Sponsored by Kiwanis Club)

Morning, 9:30 — Registration of Pioneers and visitors — Hospitality Center Hotel Byers.

Afternoon, 12:30 — Registration of boys and girls at Centennial Headquarters.

Afternoon, 1:30 — Kiddies pet-costume and bicycle parade — prizes to be awarded. High school to Peterson Park.

Afternoon, 2:30 — Games, sports and contests — cash prizes and awards — Peterson Park.

Afternoon, 3:30 — Free aerial Acts — Marsha and the Swaying Comets. Demonstration "FIRE MAGIC" by Dr. Lewellen Heard, Research Chemist, Standard Oil Company — Peterson Park. Children's Day on the Centennial Gayway — Rides and shows.

All Day and Evening — Historical Window Displays — Downtown Mattoon. Railroad Exhibit — Downtown Mattoon. Industrial Exposition — Peterson Park.

Evening, 7:45 — Pre-Pageant Entertainment.

Evening, 8:15 — Second presentation of the Huge Historical Pageant-Spectacle "Mattoon Memories" with brilliant fireworks finale.

WEDNESDAY, SEPTEMBER 7 — LADIES' DAY

Morning and All Day — Registration of Pioneers and visitors — Hospitality Center Byers Hotel.

Morning, 9-11 — Sisters of the Swish Coffee Sidewalk Cafes.

1. In front of Merle Norman — Charleston Ave.
2. In front of Birdies Hat Shop — Broadway and 17th.
3. In front of Wilb Walkers — Western Ave.
4. In front of Fred Smith Shoes — Broadway and 16th.

Afternoon, 1:30 — Auction of Centennial Quilt — 17th and Broadway.

Afternoon, 2:00 — Centennial Style Show and Fashion Parade. Sisters of the Swish — Awards for the best costume — 17th and Broadway.

Afternoon, 3:30 — Demonstration "FIRE MAGIC" by Dr. Lewellen Heard, Research Chemist, Standard Oil Company — Peterson Park.

All Day and Evening — Historical Window Display — Downtown Mattoon. Railroad Exhibit — Downtown Mattoon. Industrial Exposition — Peterson Park. Free Aerial Acts — Marsha and the Bronos. Centennial Gayway — Carnival rides and fun.

Evening, 7:45 — Presentation of Style Show Winners — Pageant stage.

Evening, 8:15 — Third presentation of the Historical Pageant - Spectacle "Mattoon Memories" with fireworks finale.

THURSDAY, SEPTEMBER 8 — GOVERNOR'S DAY

Morning and All Day — Registration of visitors and pioneers — Centennial Hospitality Center — Byers Hotel.

Morning, 10:00 — Reception of Governor Stratton and party, U. S. Grant Hotel.

Morning, 11:30 — Mayors Luncheon with visiting officials from surrounding area — Governor Stratton, Guest of Honor — Masonic Temple.

Afternoon, 2:00 — Governor's Parade — marching units, bands, horses, floats, and shrine bands. High School to Peterson Park via Broadway.

Afternoon, 4:00 — Demonstration "FIRE MAGIC" by Dr. Lewellen Heard, Research Chemist, Standard Oil Company — Downtown.

All Day and Evening — Historical Window Display — Downtown Mattoon. Railroad Exhibit — Downtown Mattoon. Industrial Exposition — Peterson Park. Free Aerial Acts — Marsha and the Bronos. Centennial Gayway — Carnival rides and fun. One performance afternoon and evening.

Evening, 8:15 — Fourth presentation of the Historical Pageant-Spectacle "Mattoon Memories" with fireworks finale.

FRIDAY, SEPTEMBER 9 — INDUSTRIAL DAY

Morning and All Day — Registration of visitors and pioneers — Hospitality Center Byers Hotel.

Afternoon, 4:00 — Demonstration "FIRE MAGIC" by Dr. Lewellen Heard, Research Chemist, Standard Oil Company — Peterson Park.

Afternoon and Evening — Historical Window Display — Downtown Mattoon. Railroad Exhibit — Downtown Mattoon. Free aerial acts — Marsha and Bronos. Performances afternoon and evening. Industrial Exposition — Peterson Park. Centennial Gayway — Peterson Park.

Evening, 7:45 — Pre-Pageant Entertainment.

Evening, 8:15 — Fifth performance of the historical pageant-spectacle "Mattoon Memories" with a fireworks finale — Peterson Park.

Evening, 10:00 — Free Street Dance — Downtown Mattoon.

SATURDAY, SEPTEMBER 10 AGRICULTURE DAY

Morning and All Day — Registration of visitors and pioneers — Hospitality Center Byers Hotel.

Morning, 10:00 — Judging of Beards — Brothers of the Brush — 17th and Broadway — Prizes awarded in five classes.

Morning, 11:30 — Shaving Contest — Prize to be awarded.

Afternoon, 1:30 — Awarding of prizes for oldest resident, longest resident, and resident coming greatest distance.

Afternoon, 2:00 — Agriculture progress parade — High School to Peterson Park via Broadway and Western Ave.

Afternoon, 4:00 — Awarding of prizes — Antique Autos and floats — Peterson Park.

Afternoon, 4:30 — Time Capsule Ceremony — City Hall.

All Day and Evening — Historical Window Display — Downtown Mattoon. Model Railroad Exhibit — Downtown Mattoon. Industrial Exposition — Peterson Park. Antique Auto Display — Peterson Park. Centennial Gayway-Carnival rides and fun. Free aerial acts — Marsha and Bronos Swaying Comets. Matinee and evening performances.

Evening, 7:30 — Presentation of winners — Brothers of the Brush. Presentation of winners — Pioneers. Presentation of winners — Auto and Tractor.

Evening, 8:15 — Sixth and final performance "Mattoon Memories"

THE CITIZENS OF MATTOON

Proudly Present

The Grand Dramatic Pageant-Spectacle

"Mattoon Memories"

September 5-10, 8:15 at Peterson Park

A John B. Rogers Production

DICK QUAY

Promotion and Business Manager

RICHARD T. SPITLER

Producer - Director

Historical Research By Mattoon Historical Society

PROLOGUE

This lovely, colorful scene is dedicated to the Queen and her Court of Honor. It features the youth of Mattoon in a dramatic salute to the Mattoon Centennial.

SCENE 1

"An Early Indian Village"

One of splendor, this scene takes us back to "pre-settler" days in Mattoon. It shows an actual Indian Village and is highlighted by two authentic Indian dances.

SCENE 2

"The First Settlers"

Showing the layout of the village of Mattoon in the early 1800's, we see Charles Sawyer and a group of surveyors as they prepare to map the area.

SCENE 3

"Wagons West"

"Fascinating" is what you will say when you see the arrival of this actual wagon train. "Magnificent" is the word for the lighting and scenery, and "glorious" is the entire scene as it is climaxed by the square dance.

SCENE 4

"The Founding of Mattoon"

The year is 1855, the place is Mattoon (then called Pegtown), the event is the naming of the

town of Mattoon. A heated argument ensued but to the satisfaction of all, the town is named in honor of William B. Mattoon.

SCENE 5

"Remember The Sabbath"

Without thought of depicting only one specific faith, we humbly present this scene as a representative religious sequence in the lives of our pioneer forefathers.

SCENE 6

"The Dawn of Education"

Both humorous and educational, "The Dawn of Education" shows one of the first schools in Mattoon as it was conducted by Mr. James A. McCullum.

SCENE 7

"The Coming of the Railroad"

In the month of October, in 1856, the first train rolled into the booming little community of Mattoon. It was a delightful day and the town had an air of a celebration. This scene takes us back to that October day and features the favorite dance of the day, the Virginia Reel.

SCENE 8

"The Lincoln-Douglas Debate"

1858 was a year of history making political debates for the Senatorship of Illinois. One of the most important debates in history took place at

Charleston, when Stephen Douglas and Abraham Lincoln met. This scene shows this meeting, and a portion of that debate.

SCENE 9

"The War Between The States"

Showing Ulysses S. Grant assuming command of his first troops in Mattoon and a battle tableau of the Civil War, this scene is one of factual intrigue-ment.

SCENE 10

"Freedom For All"

Out of the turmoil and tragedy of the Civil War, came the gentle, steadfast voice of Abraham Lincoln. This episode shows Lincoln delivering his most famous speech.

SCENE 11

"The Gay 90's"

The period of bikes, bustles and bravery is shown in these next few minutes, as nearly 100 people take us back to the Gay 90's. The scene also features one of the most famous dances of the 90's, the Can Can.

SCENE 12

"The Great Disaster"

The year 1917 saw the worst single disaster ever to hit Mattoon, as a tornado in less than two minutes, ripped through the city. Disaster is certainly not a pleasant thing to dramatize but is a necessary segment of the Mattoon story.

SCENE 13

"World War One"

To the men and women from Mattoon who bravely served in World War One, this scene is dedicated.

SCENE 14

"The Roaring Twenties"

We are certain that you will enjoy our Mattoonettes as they dance the favorite dance of the Twenties, the Charleston.

SCENE 15

"World War Two"

Mattoon, like many other American cities was "shocked" at the brutal Japanese attack on Pearl Harbor. From Mattoon went many brave men and women who fought for freedom of the world. This scene is presented as recognition to these heroic citizens.

SCENE 16

"The Atomic Age"

After the war came a new era to the whole country. It was called . . . "The Atomic Age" and as a means of showing you a replica of an atomic blast, we have employed the services of a professional fireworks company.

SCENE 17

"The Hall of Fame"

From the various pageant scenes we call on those persons who have contributed so much to make our community the fine place it is in which to live.

SCENE 18

"To The Future"

Featuring the entire pageant cast, we salute the future in a gigantic mass ensemble.



MATTOON CENTENNIAL QUEEN CANDIDATES

As this booklet goes to press, the Mattoon Centennial Queen and her Ten Attendants in the Court of Honor have not been selected. The citizens of Mattoon may well pay tribute to the following candidates whose civic spirit, energy and ingenuity was a major contribution to the success of the Mattoon Centennial.

Claire Ann Abel
Rosina Alexander
Sandi Bolin
Kay Churchman
Kaye Cowger
Lila Elliott
Gay Furry
Sara Gover
Connie Howell
Jean Ann Judge
Jan Kelly
Mrs. Ann Lewellen
Shirley Newby

Carolyn Orndorff
Willie Perryman
Willie Podesta
Jo Poffinbarger
Marilyn Shirley
Joan Speer
Sue Stansbery
Marilyn Swank
Judee Sweet
Betty Tingley
Carol Wall
Martha Weaver
Sallie Weber

"MATTOON MEMORIES" CAST

PROLOGUE

Narrators —

Jack Horsley
W. K. Kidwell
Rex Adams

Phyllis Ariens
Peggy Leman
Pete George

Mounted Guard of Honor —

Fred Campbell
Gene Grisamore
David Townley
Harold Cross
"Doc" Whitley
David Champion
Paul Hilgenberg
Lloyd Farrell

Woody Gass
Warren Hall
Arnold Brown
Ralph Townley
Wayne Swisher
Bob Zellers
Ed Reimann
Wayne Andrews

Pageant Choir —

Under The Direction of Dr. S. H. Allen

Accompanist —

Mrs. Florence Myers

Trumpeters —

Carol Gibson
Martha Weaver
Sue Pridemore
Donna Ruland
Gail Pasey

Carol Homann
Carol Benton
Carol Michaels
Linda Kimery
Nancy Furry

Cadets —

Page Stewart
Nancy Wilson
Linda Kull
Katie Dawson
Susie Weiss
Karen Tucker

Judy Mangold
Carol Tolle
Roxanne George
Becky Bouch
Madonna Sieben

Jackies —

Nancy Sanders
Kay Gordy
Judy Checkley
Mary Ann Short
Ann Record
Lynn Patterson

Shirley Livesay
Marilyn Homann
Sandra Johnston
Gail Pasey
Judy Eaton

Miss Columbia —

Donna Wallace

Attendants —

Judy Phelps
Martha Jones
Ellen Sampson
Patty Behrend
Janice Kidwell

Jane Wilson
Patty Grounds
Janet Cornell
Jan Michaels
Sandy Hatfill

Also in Prologue —

Boy Scouts of Mattoon
Girl Scouts of Mattoon

Cub Scouts of Mattoon
Brownie Scouts of Mattoon

SCENE 1 "An Early Indian Village"

Indian Girls —

Gloria Hillerby
Jeannie Hillerby
Vicki Perry
Judith Lynn Harris
Kay Nash

Marcelline Morgan
Roberta Sue Newgent
Joyce Ann Riner
Carol Riner

Visiting Indians —

Ralph Roderick
Robert Wood

Bob Olson

Messenger —

Glenn Roth

Indian Boy Dancers —

Gary Irby
Joel Hendricks
Billy Easton
Jerry Neff
Mike Farmer
Dennis Moore

Rohnie Williams
Dennis Dobson
Pete Bowen
Steve Short
Gene Eagleson Jr.
Jerry Wallace

Indian Chief —

Jack Dobson

Indian Squaws —

Opal Martin
Mabel McCall
Helen Cole
Mrs. Robert Woods
Virginia Kersey
Romona Holtgrewe
Catherine Houchin
Ruth Roth

May Douglas
Lela McCumber
Jean Warfel
Juanita Shadow
Pat Poorman
Pauline Campbell
Julia Nelson
Ruby Campbell

Indian Braves —

Mike Roberts
Betty Orndorff
George Kastl
Benny Pleasant
Steven Spangler

Charles Parks
Fred Parks
Melvin Johnson
Neil Olson
Russel Wisely

SCENE 2 "The First Settlers"

Out Rider —

David Champion

SCENE 3 "Wagons West"

Pioneer Girls —

Sherl Oliver
Margaret Allsebrook
Juanita Anderson
Brenda Linder
Karen Anderson

Sue Miller
Leagene King
Ann Checkley
Joan Lebrecht

Pioneer Boys —

David Champion
Tommy Taylor
Darwin Nelson
Timmy Richards
Harry Siebert

Larry Kopley
Gary Kopley
Joe Hovious
Gary Lebrecht
Steven Lebrecht

Pioneer Couples —

Mr. and Mrs. M. Garbe
Mr. and Mrs. L. Lampher
Mr. and Mrs. Ad King
Mr. and Mrs. Albert Landon
Mr. and Mrs. O. Wright
Mr. and Mrs. G. Orndorff
Mr. and Mrs. C. Carrol
Mr. and Mrs. Les Daily

Mr. and Mrs. W. Swisher
Mr. and Mrs. K. Carrell
Mr. and Mrs. C. Elliott
Mr. and Mrs. Don Degler
Mr. and Mrs. Paul Millam
Mr. and Mrs. J. Lebrecht
Mr. and Mrs. Mines

SCENE 4**"The Founding of Mattoon"**

Ebenczer Noyes —
George Davison

Stephen Dexter Dole —
Mr. Harley Alfred

Benjamin Turney —
Mr. Adam Smith

William Mattoon —
Mr. Raymond Shrader

Townpeople —
Mrs. Adam Smith
Mrs. Harley Alfred

Mrs. George Davison
Mrs. Raymond Shrader

SCENE 5**"Remember The Sabbath"****Minister —**

John Speer
Congregation portrayed by cast from Scene 3.

SCENE 6**"The Dawn of Education"****Teacher —**

Everett L. Green

Boys —

Steven Henderson
George Kizer
Joseph Dale Beavers

James Michael Beavers
Dennis Henderson

Girls —

Sharon Jean Fryman
(Teacher's Pet)
Carol Frances
Pamela Elaine Burggraf

Joyce Fitzpatrick
Anita Kay Moffett
Patty Wise

SCENE 7**"The Coming of the Railroad"****"Old" Fashioned Men —**

Earl White
M. H. Whitley
Virgil Burggraf
Ernest Everman
Mr. Monroe
Howard Davis

Dr. Berkheimer
Harlan Hart
T. J. Shanks
Howard Pyle
Kenneth Smith
Delbert Neher

"Old" Fashioned Women

Lora Francis
Fannie Copeland
Mrs. Ernest Everman
Mary Waltrip
Flossy Coy
Doris White
Mrs. Hart

Mrs. M. H. Whitley
Marion L. Burggraf
Mrs. Edgar Lake
Hazel Galbreth
Mrs. J. F. Smith
Mrs. Monroe

SCENE 8**"The Lincoln-Douglas Debate"**

Abraham Lincoln —
Mr. File

Steven Douglas —
Mel Rogers

Stephen Dexter Dole —
O. H. Wiley

James T. Cunningham —
Mr. Lampert

Townsmen —
Mr. Ward

SCENE 9**"The War Between The States"**

Union Officer —
Don Walker

General Grant —
Gene Bauer

Union Soldiers —
Dick Harris
Dick Poehler
Ferd Homann
Wilb Walker

Virgil Judge
Ernest Everman
Don Pennell
Kenneth Smith

Confederate Officer —
M. H. Whitley

Confederate Soldiers —
T. J. Shanks
Bus Hart
E. S. White
Howard Pyle

Howard Davidson
Virgil Burggraf
Del Neher

SCENE 10**"Freedom For All"****SCENE 11****"The Gay 90's"**

Lifeguards —
Charles Montgomery
Bob Checkley

Side Saddle Rider —
Eleanor Cain

Bathing Beauties —
Mrs. Peggy Fuesting
Shirley Morris
Joyce Tucker
Norma Metcalf

Faye Haddock
Donna Blakemore
Betty Higgins
Evelyn Malone

Bathing Beauty Judge —
Dr. Lampert

Medicine Man —
A. R. Smith

Elmer the Photographer —
Bill Checkley

Ball Players —

Denny Hamma
Phil Becker
Dave Mangold

Bill Severns
Randy Madeira

Firemen —

Ed Berkowitz
Dave Tracy

Charlie Wright
H. G. Smith

Auto Couples —

Mr. and Mrs. Roy Corzine

Mr. and Mrs. James Pinnell

Police Gazette Girls —

Jean Orndorff
Rosemary McAndrew
Claire Stein

Rosemary Ritchey
Anna Duffy
Emma Parker

Pioneers —

Mrs. J. C. Robertson
Myrna Cougill

Frank Mayer
Paul Foor

Strollers —

Edna Crites
Alberta Highland
Mrs. J. C. Davis
Maxine Anderson
Floriene Hetzer
Shirley Anderson
Suzanne Fleming
Mrs. E. A. Spidell

Dorothy Dole
Dolores Weber
Martha Collinsworth
Maggie Kirts
Mary Jane Jemsek
Dale Trout
Janice Wilkehm
Pauline Lawrence

Gay Ninety Cop —

Win Stewart

Bicycle Riders —

June Fitt

George Davison

Radio Announcer —

John Winterroth

Two Jims —

Ted Johnson

SCENE 16 "The Atomic Age"

Gigantic Fireworks Display

SCENE 17 "The Hall of Fame"

Members of the Cast

SCENE 18 "To The Future"

Entire Pageant Cast

**CENTENNIAL OFFICE PERMANENT OFFICE STAFF —**

Marion Hill

Rebecca Adrian

SCENE 12 "The Great Disaster"

SCENE 13 "World War One"

Doughboys —

James W. Noble
Homer Corzine
Loy Shook Jr.

Willie Harris
Lawrence Kindel

SCENE 14 "The Roaring Twenties"

Charleston Dancers —

Nancy Hoelscher
Sharon Robinson
Sandra Heath
Niki Hill
Becky Bouch

Carolyn Bougher
Linda Donnell
Elizabeth Heint
Jerry Adrian

SCENE 15 "World War Two"

Family Group —

Mr. and Mrs. G. L. Parsons
Guilford Parsons III
Royal Parsons

Marilyn Meagher
David Meagher
Christina Johnson

— THANKS —

The Centennial Committee expresses its appreciation for the contributions made by the following individuals and organizations:

Neumode Hosiery Shop
Myers Bros.
Hampton Jewelers
Elliotts Jewelers
Earl Ross Clothiers
Wolfe Auto Supply
Lampert Jewelers
Gibson's Furniture Store
Furste Auto Supply
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Ray Elder Sign Service
Fred Smith Shoe Store
Edna Davison
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S. S. Kresge Co.
Stalcup Glass Co.
Cradle and Tot Shop
Bradley's

Mary Bowles Shop
Rainbow Gardens
Edwin Gucker and Son
Drs. Podesta and Glenn
Frank Holmes
Warner Office Equip. Co.
Illinois Poolroom
Midwest Homes
Montgomery Ward Co.
Niemeyer's Farm Serv. Store
A & B Transfer
Mattoon Implement Co.
International Harvester
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dom; of the part Abraham Lincoln played in the feelings of Mattoon people toward the War and the Union itself.

Throughout the Civil War, Coles County was a middle area — one part "Copperhead" and one part "Union", although the latter was dominant. Because sentiment was somewhat divided, candidates for office concentrated their campaigns in the central part of the State where a few votes one way or the other might make the difference between victory and defeat in the whole state.

But after the War, the people of Mattoon submerged their differences and joined their efforts to launch the rough prairie town on a feverish building campaign. The result was that by 1870 Mattoon was one of the strongest and fastest growing towns in the central eastern part of the state and quickly raced past cities which were older in years. Meanwhile, the descendants of some of the heroes of the War — the Monroes, Richmonds, the Trues, and the Biggs — became stalwart leaders of the new town.

Congratulations from

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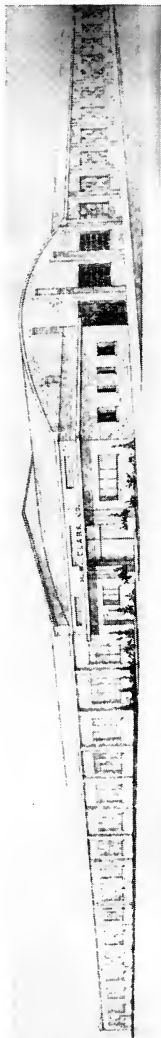
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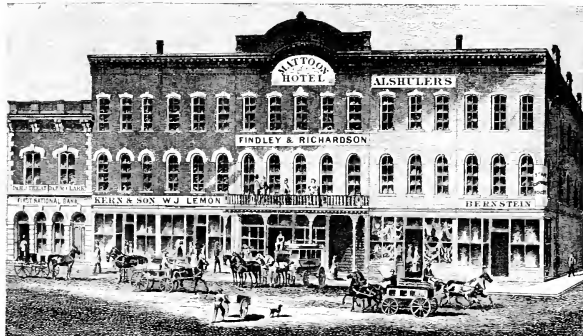
THOR CORPORATION

Washing Machines

WATER WORKS EQUIPMENT

Meter Boxes and Covers

Part V — BUSINESS AND INDUSTRIAL GROWTH



(Based on papers by Walter Kemper, James Cunningham, R. Harvey Wright, Paul Kizer and others.)

Although Mattoon's early commercial life was built around the railroads, other enterprises gradually were founded to supplement the economic life of the community. Many of these businesses, such as grain elevators, depended directly

The old Mattoon Hotel, also more generally known as the Dole House, and more recently as the Byers Hotel, stands as a symbol of Mattoon's renown as a hotel and foods center. Construction on the Dole House started in 1866 and was completed by the Dole brothers in 1869. Miss Carrie Kingman, the foremost lady financier and business woman in Mattoon's history, made it a well-known hotel during the latter part of the last century. Its chief rival was the noted Essex House, which stood until the tracks of the Illinois Central were lowered in 1915.

on the railroads for their business. Others, such as the wagon and buggy factories, were independent of our principal enterprise. At one time, after the close of the Civil War, Mattoon had three prosperous buggy factories which employed more than 100 people.

An *Illinois Central Railroad Director* stated in 1869 that . . . "Mattoon . . . has . . . four

A Salute to the

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MATTOON GARMENT COMPANY

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Mattoon, Illinois

hotels, and another will be erected this season . . . a national bank with a capital of \$100,000; a printing office; three newspapers; 30 stores of all kinds . . . and 21 manufacturing establishments." Most of these plants were extremely small and specialized in equipment used for farming.

But in the early 1870's, several larger businesses were established here. One was Chuse & Co., established in 1872 by J. F. Chuse and Richard Heap. They specialized in steam engine repair and the limited manufacture of small machines. The company grew rapidly and expanded its quarters in the area between Thirteenth & Fourteenth streets south of the Big Four tracks — a location now occupied by the Young Radiator Co. The small company founded by Mr. Chuse was to grow in the early part of the 20th century into the Chuse Engine & Manufacturing Co., a distinguished firm in Mattoon's history which prospered until the depression years of the 1930's.

Two clay tile companies were among the early aristocrats in Mattoon's manufacturing history. One was founded by J. W. Hogue in 1876, at the south edge of Mattoon. It prospered for 30 years. A second factory, founded by Theodore Jonte in 1883, prospered until the end of the first decade of the present century. Millions of brick as well

as tile were turned out by this large plant located at the north edge of Mattoon.

Another of the early successful manufacturers was H. W. Clark who founded a company which carries the Clark name to this day. Mr. Clark's invention of a feasible meter box for city water systems led to great prosperity for the firm he founded at the turn of the century.

With the growth of Mattoon's business and industrial life, financial institutions grew apace. Indeed, in the early years they were often out in front of the general growth of the city. Mattoon's first permanent bank, the First National Bank of Mattoon, was founded in 1865. From the standpoint of assets, it ranked with some of the strongest banks in the State. Also, it was the first of the national banks in the State of Illinois of comparable size, and the 25th in the nation established under the National Banking Act signed by President Lincoln. This bank later merged with the Mattoon National Bank founded in 1876, to form the present National Bank of Mattoon. One other bank, the Central National Bank of Mattoon, prospers during centennial year. It was established in 1910 as the Central Illinois Trust & Savings Bank.

Building and loan associations also have played a key role in Mattoon's growth through the years. The oldest of these was the Mattoon

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GENERAL BLACKSMITHING & WELDING

Steel - Heavy Hardware

SINCE 1883

122 N. 15th Street

Mattoon, Illinois

Building & Loan Association chartered in 1883. L. L. Lehman, president of the First National Bank of Mattoon, also headed the building and loan company. Acting officer for the company as secretary was a noted personality of the early years who made a name for himself in the Civil War — Capt. Joseph Withington.

Because of its strategic location, Mattoon has always supported several successful hotel and dining establishments. Within the first five years the city had two well known hotels, one of which was to survive for more than 75 years and to become a symbol of Mattoon's importance in Eastern Illinois. The Pennsylvania House, one of the first built, served for many years and once entertained Abraham Lincoln overnight. The Essex House, built by a noted pioneer, Ebenezer Noyes, created for itself a distinguished tradition. It served as a link in the "underground railway" system which spirited Negroes from South to North and freedom, but its principal reputation came from the service it gave thousands upon thousands of travelers. The Essex was dismantled in 1915 to make way for the lowering of the Illinois Central Railroad tracks.

Immediately after the Civil War, the Dole

brothers, Stephen Dexter and Joseph, completed a hotel started by a syndicate of builders. They named it the Dole House — a hotel we know today as the Byers Hotel. Our city's newest hotel, the U. S. Grant, was completed in 1928, and is a landmark in our century. Numerous fine restaurants, including the Grant dining room, Dinner Bell, Castle Inn, Knowles Cafeteria and others perpetuate Mattoon's reputation for hotels and good food.

Newspapers and Radio

Through the years Mattoon's story of growth has been faithfully recorded by a number of splendid newspapers and in the last decade by the added voice of a radio station.

Beginning almost with the founding year, Mattoon has had at least one newspaper continuously in print. On June 7, 1856, a pioneer citizen, R. W. Houghton, started printing the Weekly Independent Gazette — a four-page publication, but three of those pages were printed in Terre Haute rather than Mattoon. After a succession of owners, the Gazette eventually came into the hands of H. F. Kendall who car-

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MATTOON, ILLINOIS

MATTOON CENTENNIAL

1855 - 1955

In Memory of My Family

My Grandmother, JULIA BLAND GALLOWAY

Who came to Mattoon in the early days from Kentucky, following the death of her husband.

My Aunt, MARY ELIZABETH GALLOWAY

My Mother, NANCY GALLOWAY KIZER

My Father, GEORGE ANDREW KIZER

ZENIAR KIZER EDWARDS

ried the paper's traditions into the present century and established a format and general policy which even today is not radically altered. Of the several newspapers established through the years, only the Journal, which was purchased in 1905 by Mr. Kendall, and the Commercial enjoyed marked successes. The Commercial was operated for many years by the Sumnerlin family which had unusual talents in the journalistic field, especially as typified in the earlier days by weekly newspaper editors. Other newspapers were the Radical Republican, which failed after a short tenure under Ebenezer Noyes, and the Star, founded by John Cunningham, son of the great pioneer, James T. Cunningham. Mr. Cunningham showed unusual abilities as a writer but was less astute as a business man.

Mattoon took another step forward in the field of mass communications when, on November 26, 1946, Radio Station WLBH went on the air with 250 watts power on 1170 kilocycles. This gave Mattoon a voice, carrying its message to several hundred thousand people residing within 75 miles of Mattoon.

WLBH first was born in the minds of its three founders, Ray Livesay, Bob Bills, Sr., and Paul Harris, in the spring of 1942. Bills and

Harris are Mattoon business men, while Livesay was doing radio work in Tuscola at that time. Due to the acute shortage of electronic equipment during World War II, the dream had to wait until the war was over before it could become a reality.

Ray Livesay returned to Mattoon Feb. 1, 1946, after spending two years in the U. S. Navy. He set out immediately toward getting approval from the Federal Communications Commission for a radio broadcasting station in Mattoon. The approval was granted in May, 1946, and work was started immediately on the construction of the transmitter plant and tower located north of Mattoon on Route 45, while studios were constructed on the third floor of the National Bank of Mattoon building. To further enhance the services of WLBH, the owners built WLBH-FM in 1949, which operates with an effective radiated power of 23,000 watts at 96.9 Mc. FM made it possible to be on the air at night as well as day. Sports coverage, music and consistent area news coverage are the highlights of WLBH-FM.

In 1955, WLBH added a shortwave mobile studio which makes it possible to originate broadcasts from fairs, festivals and other on-the-spot events within a radius of 30 miles of

Our Association is very proud to have been able to take part in the growth of the City of Mattoon during 72 of the past 100 years.

We will continue to make every effort to provide the citizens of our community a safe place in which to invest their savings and to promote home ownership.

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Savings And Loan Association

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South Side of Square

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Common scene in Mattoon during the 1860's

During the Centennial
And Years to Come
The Movies Will Thrill You
And It's So Much Fun!

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Salute The Centennial

From the Nickelodeon to

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THE MOVIES ALWAYS HAVE BEEN
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"MATTOON'S PROGRESS IS
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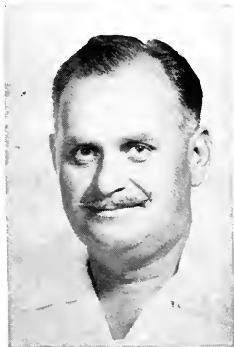
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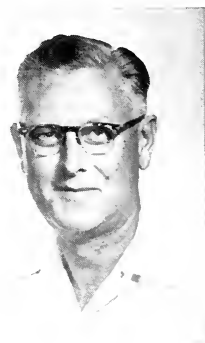
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STATION AT
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PHONE 9068

MATTOON, ILLINOIS

Mattoon. It is completely self-powered. Broadcasts originating from the mobile studio can be carried to the main control room at Mattoon through the air by radio transmission. It is then sent out to home radios over the regular WLBH and WLBH-FM transmitters.

The original staff of WLBH numbered 12 people, but within a few years it had grown to 21 people. A branch studio was established on the square in Charleston to serve more completely the entire Coles county area.

Telephone Companies

In their constant search for better methods of communication, the railroads introduced the first electric telephones in Mattoon. As early as 1877, a telephone was installed between two offices on the Big Four railroad. Four years later a branch of the Illinois Telephone Co., a subsidiary of the Central Union Telephone Co., launched a business in Mattoon. One switchboard with about 20 subscribing instruments represented the initial effort. Failing to earn

the profits expected, the company suspended operations in Mattoon. Other unsuccessful efforts to provide telephone service were made before the Mattoon Telephone Co., headed by I. A. Lumpkin, secured a charter in 1894. Out of this company grew the present Illinois Consolidated Telephone Co., headed by a descendant of the family, Richard Lumpkin.

In a publication of this type, errors are unavoidable and are regretted. However, such errors of omission, commission, misspellings and oversights will be rectified and acknowledged in the Bi-centennial edition which will be published in 2055.

Kindly contact the committee at that time.

THE EDITORS

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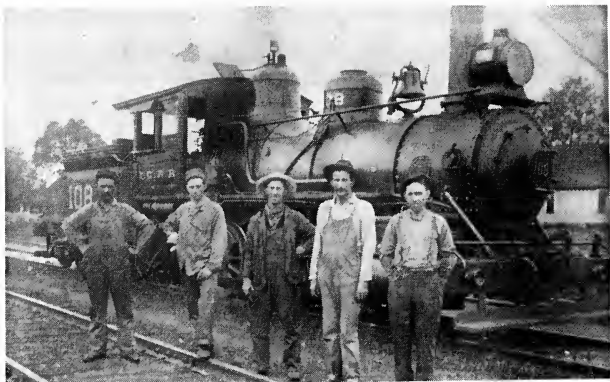
Phone 4846



THEN AND NOW — DEPENDABLE SERVICE

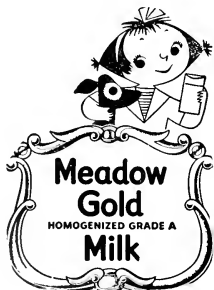
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Switch engine and crew picture taken about the turn of the century.

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Part VI — UNIQUE EVENTS IN OUR HISTORY



Beginning in 1897, with a three-day event in October, Mattoon produced a series of remarkable street fairs — first of their kind given in the state of Illinois. No single event sponsored by the city created such widespread notice, nor remained so graphically imprinted on the memories of our people. Scores of Mattoon people treasure pictures they took of the various fairs; dozens have kept newspaper clippings and souvenir programs. These events reached their zenith in 1900; shown here is a portion of the famous "corn palace" designed by Mrs. Franc Drish, a well-known Mattoon artist.

Through Mattoon's century of history a number of unique events, either tragic or comic, have blended themselves into the shadows of the past.

One of these occurred early in our history dur-

ing the Civil War. It was a direct outgrowth of the bitter feeling among our people over the merits of the Civil War. Coles County was tense with divided emotion, particularly during the



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Phone 4575

1618 Broadway Ave.

BUY THE CARTON, BUY THE CASE
COFFEY'S IS THE PROPER PLACE

COFFEY'S EAST SIDE PACKAGE STORE

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middle period of the war when the fortunes of the Union were discouraging. At one time, in 1863, more than 3,000 "Copperheads" held a rally in a woods five miles south of town. These people were sympathetic to the South and wished to see the war ended at once at any price. At last, on March 28, 1864, the "Copperheads" and soldiers clashed on the public square in Charleston. Six soldiers and three civilians were killed and 12 wounded. About half those involved in the clash, one of the worst of its kind during the war, were members of a Mattoon regiment on leave and visiting Charleston.

During the 1870's and early part of the 1880's Mattoon basked in the excitement of a prospective bonanza in coal mining. A division of the Northern Coal & Mining Co., made test borings in the Mattoon area and sank a small shaft to a depth of 500 feet. But the project was abandoned and no further mining attempted until 1880. Heagy & Stoddard, professional mining contractors from northern Illinois, started intensive mining operations and by 1881 had opened a shaft at a depth of 710 feet exposing a vein of coal more than four feet thick. Other companies attempted additional shafts in the area, but none produced satisfactory results. By

March 1883, 10 tons of coal per day were being taken from the original mine. By 1884, 101 employees were on the mining company payroll. The mine was never profitable, however, due to high operating costs and the problem of removing water from the mine rooms. The tippie was torn away near the turn of the century and the shaft opening filled and covered in 1909.

"The world's worst interurban wreck" occurred on Thursday, August 30, 1907, near Cossel creek at west edge of Charleston. One hundred persons riding in a car chartered for an excursion to the Coles County Fair were involved in a crash with a west-bound express car. Twelve persons were killed instantly and 60 were injured. Six more persons died from injuries within two weeks. This was the third serious wreck on the interurban line owned by the Central Illinois Traction Co., with offices in Mattoon. This corporation was a successor to the Mattoon City Railway Company which operated street cars beginning in 1901. The first interurban train connecting Charleston and Mattoon made its initial run on June 5, 1904. Because of the serious wrecks and unprofitable operations the interurban line gradually subsided and eventually was abandoned entirely.

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STAMPS**

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WELCOME

Coca-Cola
TRADE MARK

VISITORS

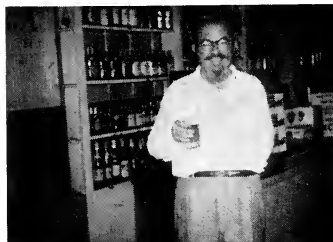
No single event in Mattoon's history left such an indelible mark as a tornado which descended in the middle of a strange and sultry afternoon on May 26, 1917. The lashing, twisting winds which raced through the northern one-third of Mattoon left in their wake 65 dead, 457 injured and property damage measured in the millions. The same winds struck Charleston's north side a few minutes later, leaving about half as many fatalities as in Mattoon. Due to the rapid and efficient work of numerous relief agencies, Mattoon rallied remarkably from the effects of the storm. Within two years all damaged areas had been rebuilt. Many of our citizens who are helping with the observance of the city's centennial were members of committees which aided the relief program in 1917.

For many years Mattoon proudly wore the title of "Broomcorn Capitol of Illinois" — and the honor is not wholly undeserved in the present day. As early as 1870 farmers who had moved here from the East started cultivating broomcorn, especially north of here in the Humboldt area. The climate and soil conditions proved ideal and in time thousands of acres of land were devoted to the growing of this crop.

Mattoon became a warehouse and brokerage center. Within the past 30 years several companies have established broom manufacturing plants here. Scores of people now owe their livelihood to this unusual plant belonging to the sorghum family.

An electric railroad from Mattoon to Hillsboro was planned in 1906-09, and franchises were procured in intermediate cities. The promoters failed to sell their prospects and no road was built.

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Art's Tavern

118 N. 15TH STREET

Headquarters for Brothers of Brush

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1896



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THE MEMORIAL METHODIST HOSPITAL

Sorrowful at the deaths of two sons and aware by long experience of the need, Dr. and Mrs. David M. McFall, pioneer residents of Mattoon, founded Memorial Methodist hospital. The movement they led was augmented by others, who contributed to the cause for the memorialization of loved ones, and by several who donated because of the worthiness of the project.

Howard McFall died on November 10, 1899, and Leslie McFall died June 21, 1901. The parents, grief-stricken, sought some nobler manner in which to commemorate the affection which they had entertained for these sons. Dr. McFall had practiced his profession in Mattoon for two decades and naturally he saw the need for a public hospital.

Accordingly, they decided to found such an institution and they notified the trustees of the Mattoon Methodist Episcopal church. On July 10, 1901, Dr. and Mrs. McFall executed a trust deed to the trustees of the church, transferring in trust 320 acres of land, lying three miles west of Mattoon, valued at \$50,000. The donors reserved to themselves a life interest and the trust provided that the income and profits from the

land should be used for the maintenance of a hospital in or about Mattoon, to be under the control of the Illinois conference of the Methodist Episcopal church.

About the same time, Mrs. Mary Taylor Morris, widow of Dr. Wright E. Morris, who had lived in Mattoon even earlier than Dr. McFall, made a like trust deed to the trustees of the church for fifty acres of land in Lafayette township, east of Mattoon, and of lot 4, block 170, original town, reserving to herself a life estate. Mrs. Morris, in making her splendid donation, had in view the memory of her husband and four sons — Dr. Wright E. Morris, who died August 8, 1872, and Charles Morris, who died March 24, 1891, and Edward Morris, who died August 15, 1894, and two sons who died in infancy.

With such financial security, a scheme was formed and on October 22, 1902 a charter was issued by the secretary of state to the Memorial Methodist Hospital of Mattoon, providing that trustees of such institution should be named annually by the Illinois Conference of the Methodist church.

The first board of trustees, named in the char-

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Rev. Parker Shields
Rev. W. A. Smith

Upon the death of James H. Clark, Dr. T. O. Freeman of Mattoon became his successor and Horace Reed, resigning, was succeeded by George B. Swan of Mattoon. These changes were effective before the opening of the hospital.

February 21, 1902, Mrs. D. M. McFall died and on November 1, 1902, Dr. McFall executed a deed of conveyance to the trustees of the Methodist church and the church trustees executed deeds to the hospital board of trustees. The same day Mrs. Morris did likewise.

The fund was accumulating, but needed additions. The first of several came, when on October 15, 1904, Mr. and Mrs. William Taylor, retired agriculturalists of Mattoon, executed a trust deed to the institution to convey eighty acres of land lying five miles northwest of Mattoon, reserving a life interest.

Later came a donation of town lots by Eliza Jane Fisher and R. C. Fisher of Greenfield.

Cash donations, small and large drifted in for months, until the association had about \$5,000 cash on hands.

On October 19, 1904, the board of trustees purchased a lot in Lafayette Heights for \$2,700, expecting to build upon it. However, the fund was not sufficient to warrant construction at the time and it was decided to establish temporary quarters in the city. So the J. S. King property at the northwest corner of Twenty-first street and Richmond Avenue, known then as the Rudy home, was purchased and remodeled. Four thousand dollars was expended in alterations and refitting and the institution was opened on March 15, 1906. Dedictory services were conducted by Rev. Parker Shields, a large crowd attending throughout the day.

The building was three stories high, frame throughout. It contained twenty-five rooms, some of which were furnished by Mattoon individuals or organizations, including the following: Woman's Council; Schlicher Bros.; D. Stewart Campbell; Mrs. J. A. Roseboom; Mrs. Nannie P. North; Mrs. George H. McClure and George H. Rudy; Mrs. Nannie P. North for her

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father, T. P. C. Lane; Fred Clark, for his father, Joseph H. Clark.

Medical supply houses were liberal with invalid chairs, tables, etc. The staff of the hospital was composed from the outset of Mattoon medical practitioners. The first staff included the following men:

Physicians — Dr. F. E. Bell, Dr. Cleaves Bennett, Dr. F. M. Beals, Dr. J. W. Walker, Dr. B. D. Parrish, Dr. Charles Boaz.

Surgeons — Dr. C. B. Fry, Dr. O. W. Ferguson, Dr. T. O. Freeman, Dr. J. T. McDonald, Dr. A. N. Moore, Dr. Conklin.

Obstetricians — Dr. W. W. Williams, Dr. E. E. Richardson.

Oculists and Aurists — Dr. C. B. Voigt and Dr. R. J. Coultas.

The first superintendent of the hospital was Miss Harriett L. Gerhard of Chicago. She was present at the opening of the institution, but resigned very shortly. During the next twenty-six months, there were no less than eight more superintendents at the hospital, none of whom remained. In October of 1908, Miss Delphine Pierson was engaged as superintendent and she was in charge of the institution in 1913, with six years of service to her credit, eminently satisfactory to everyone and enjoying the confidence

of the trustees, staff and people.

Meanwhile, efforts continued to raise a fund sufficient to build a new hospital, but in vain. The Illinois conference defeated a resolution to contribute several thousand dollars annually at its session in 1909 and the project, though controlled by the Illinois conference of the Methodist Episcopal church, received little sustenance from it. Mattoon and vicinity virtually supported the institution.

In 1911, Dr. D. M. McFall died. By his demise, the absolute fee in the farm he had deeded to the hospital passed. By his last will and testament, he virtually cut his sole surviving son and heir, J. A. McFall, of Mattoon, out of most of the remaining realty. J. A. McFall soon filed proceedings in the Coles County Circuit court, seeking to set aside the will of his father and to annul the deed by which the 320 acre farm was given to Memorial hospital. In the course of several months, a compromise was reached by which J. A. McFall dismissed his suits, agreed to allow Memorial hospital to retain the farm, and gained in turn a considerable sum of money and the fee to some realty which would otherwise have descended eventually to Memorial hospital.

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Immediately, there was an effort made by the hospital to sell the farm, despite the provisions of the trust deed which stipulated that it should remain the property of the institution and yield profits for its support. At auction, the farm was bought in by a representative of the board of trustees because none of the prospective purchasers offered the desired \$60,000 expected to be realized. In 1913, the farm remained the property of Memorial hospital and the Rudy home remained the seat of its activities.

In 1908, the Ladies' Hospital Aid Society was organized through the efforts of Rev. A. L. T. Ewert, the then pastor of the First Methodist Episcopal church. It consisted of women from all denominations of Mattoon, who conducted affairs for the purpose of raising funds for the institution and to furnish it with necessities. In the autumn of 1908, the street car lines of Mattoon were handled a whole day and all fares collected were donated to the hospital by the Mattoon City Railway Company. Other manners of raising funds continued and donations were frequent.

Through various bequests, the institution became almost self-supporting in 1912, the best hospital in the territory and unusually efficient

under the supervision of Miss Delphine Pierson and the Mattoon medical profession.

Monthly meetings of the board of trustees are held in Mattoon and the control vested in the trustees, subject to suggestions of Mattoon doctors. Although nominally a Methodist institution, it became in reality a nonsectarian hospital, used by all, showing favor to neither rich nor poor, the one best and grandest memorial ever erected in Coles county.



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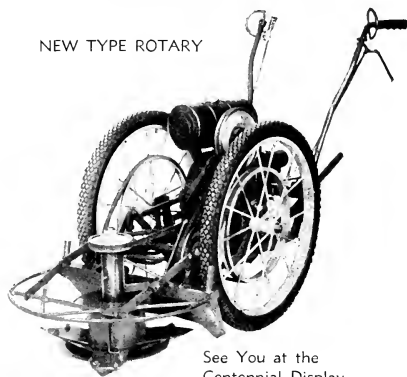
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CHAPTER**

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MATTOON IN THE 1880's

By Herbert B. Mulford

Long before Mattoon turned from the 1870's to the 1880's it had ceased to be merely a frontier town; it had become a relatively thriving city. It had been created largely by the fact that it was in the heart of a rich farming area on the main line of the Illinois Central Railroad running directly from Chicago to New Orleans. But it became something of an early railroad center when the Indianapolis and St. Louis Railroad and the Peoria, Decatur and Evansville Railroad passed through the city and had small repair shops and roundhouses. In my time much importance was attached to the number of citizens who had something to do with the I. C., the I. & St. L. and the P. D. & E. as the three roads were called in popular abbreviation.

In this period there was no significant industry or manufacturing in the city. Primarily the businesses had to do with serving the immediate population. Coal and wood (there was gasoline in those days only for stoves or cleaning purposes) groceries and meat, dry goods and clothing and furniture stores and the usual run of professional services. Then of course there were

such establishments as for books and stationery, jewelry, notions, bakeries, a few restaurants, a pool hall or two, a flour mill, the livery stable, two saloons, the Dole House, the Essex House, insurance offices and a scattering of others. But suppose we describe the situation in more of an anecdotal manner, lest this catalogue omits some essentials.

Let us start with food. I recall very vividly the grocery stores of Orrin Hodge, Phil Linn and Mr. Logan. They had several things in common. Almost nothing was done in today's brilliant package form. Crackers, sugar, sometimes salt, molasses and syrups, vinegar, and probably some other foods came by the barrel and stood open on the floor. The dry contents were scooped out with large scoops and weighed into bags by the pounds. Liquids, including kerosene, were "on tap." Oranges and bananas were rather scarce. Of course, grape fruit was unheard of. Housewives did most of their baking, much of it on Saturday for the weekend. Still, there were one or two bakeries, which also carried candies. Almost every one bought goods on credit. The groceries and butchers used a small passbook in which were entered the day's purchases. This book was totaled up at the end of the month.

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Perhaps one paid his bills promptly and perhaps not. Time and again I heard Orrin Huddy reply to my father's request for a bill, "O, Alex, I'll dun you when I want some money."

I have a little more intimate recollection of meats because for a time I worked for Kinzel, the butcher, for \$1.50 a week. Friday was slaughtering day. A steer or possibly some kindly old "Bossy" which could raise no more calves, would have a noose thrown about the neck and the end of the rope run through a ring-bolt in the floor to pull the animal down as close to the floor as possible. Then the muscular butcher would swing a poll axe around his head and crash it down on the animal's forehead. Then with knife the slaughtering, skinning and slicing began. With lamb and mutton, the process was a little easier. I would hold the animal on the floor while the butcher simply slit its throat.

The hides and pelts were sold to jobbers, of whom my father was one for some years. But the significant thing about this meat business was that animals butchered on Friday were cut up into the usual steaks, roasts etc., on Saturday and delivered by push cart early Sunday morning before I went to Sunday School. There was no such thing as "ageing meat" in refrigerators

for several weeks before its sale. No wonder much of it was tough. But also how skeptical were the housewives over the suggestion in later years that chilled meats several weeks old could be shipped from the big packing houses and not be unfit for food.

Because my father sold hides and tallow to the tanners and soap manufacturers and bought leathers and shoefinding for the local and itinerant cobblers, some of those operations still stick in my mind. We rarely bought shoes ready-made. There was a deaf and dumb cobbler who came to our home once a year and took measurements for all the family. Still there were shoe stores and they did repair work. Among the findings my father sold to such establishments were wooden shoe pegs and shoemakers wax. Half-soles and heels were pegged on with these wooden pegs. They came clear through the inner soles and the points had to be shorn off by the use of a rotary machine which had sharp knives which could be inserted in the shoes. I nearly had a finger cut off by one of the contrivances and that taught me not to "monkey with the buzz saw." The wax was used on the thread the cobblers needed for sewing. But it was the delight of the boys and girls for chewing. It

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D. D. (Doug) Byars

had a high resin content and it produced such brown saliva that we could imitate the men-folks in the very prevalent tobacco chewing and spitting.

I do not remember any tailors. Men's clothes were almost always "hand-me-downs". In the case of father and brother and self, they usually came from Katz's Store for Men. Well do I recall Mr. Katz making a play on words in the sign over his store front.

There were in the center depicted several little kittens which always took my fancy. Moses Alshuler ran the biggest dry goods store at the time before he failed in business, moved north of Chicago to Wankegan and with his sons developed a big business in "Mother Hubbard" wrappers for women, the all-popular garb for morning wear around the house. Buck soon developed a bigger store, which took on departments. Then came Bauer & Shuloff with their modern ways of selling notions.

Nearly all these stores were stretched out along Broadway, which also was the great rendezvous for Saturday night strolling. Aside from those places where food and clothing and household goods were sold, there were centers of attraction, especially for the younger set. I forgot

to mention the hardware stores of Kurtz Brothers and Hasbrouck and Ritter which cooperated with salesmen for harvesting and plowing machinery. I worked for a dollar a week for E. T. Kinney, who sold harvesters at Hasbrouck's — but to return to youth activities. There was Hanna's Book Store, which housed the first little subscription library of paperbacked books. He also sold pianos and sheet music. In one corner of the store Edward Thielens, brother-in-law to George Rudy, had a jewelry shop. I still have a watch bought from him after he came to Chicago more than fifty years ago; it keeps perfect time. Besides this aggregation of activities in this store, Mr. Hanna was the impresario who brought shows and operas to the city. He it was who saw that bill posters put up the pictures of the great stars of the day who played one night stands to crowded houses in Dole's Opera House down the block at what was then Second and Broadway above Huddy's grocery. But gathered around the pianos in Hanna's store the young folks tried out the popular ballads of the day. And we did not lack for a popular song writer of our own in the person of Johnny Woods, who lived across the street from our family. I still can play one of his most popular hits which was

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entitled, "I'll Await Your Smiling Face".

As for the "copy house" it was perhaps typical of the times. Its somewhat tawdry make-shift scenery was lighted by gas jets in the foot trough. The floor of the auditorium was flat without slant. The seats were common wooden kitchen chairs. The impromptu orchestra, probably got together by some of the Gibler family, sat down front, where the roughs of the town were permitted to spit tobacco juice on the floor to everyone's disgust. The programs were little single sheets, not greatly descriptive. A gallery ran across one side of the hall, which did not give a very good view of the stage. But it was cheap and it was from that angle we heard cat-calls of the "gallery gods". Yet there came to Mattoon Booth, Barrett, Minnie Maddern later to be known as the great Mrs. Fisk, and opera stars I was too young to see or appreciate.

Two types of popular entertainment should not be overlooked. Those were "The Acme Swiss Bell Ringers" and the perennial troupes playing "Uncle Tom's Cabin". The latter always brought a brace of "genuine ferocious man-hunting bloodhounds" to track down the unhappy Eliza across the floating ice (made up of soap boxes). This troupe always gave a street parade with

band, bloodhounds and the principal actors. Of course we children followed after, just as we did the circus parade with its wind-up of calliope and clowns. Which reminds me of the great event of the year, aside from the Fourth of July which was when Barnum's or Forepaugh's Circus came to town.

Southeast of town was what we called "the prairie", where animals often roamed at large. Here it was that the circuses put up their big-top and "side show" tents.

Of course this included the great wildwest aggregation headed by William Cody, the famed "Buffalo Bill", who also introduced the famous woman shot, Annie Oakley. Several weeks before a show came to town, huge posters appeared on the sides of barns and fences reaching out into the country. There were pictures, ravishing to small boys, of ferocious lions, tigers, elephants, snakes, monkeys, hippos and rhinos and other denizens of the jungles of Africa, Asia or the South Sea Islands. And the legends included "The Wild Man of Borneo", "Flying Lu Lu" shot from a gun, the bearded lady, the fat lady and what not. These posters served to bring into town hundreds of wagon loads of families from the farms. But chiefly to us youngsters it meant

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that we hardly slept all the night before the arrival, so that we might be down at the prairie near the P. D. & E. yards to watch the circus people unload the cars, put up the tents and bleachers and roll out the magnificent gold and crimson wagons. A few admission passes had been given out to the stores which permitted posters to be hung in their windows. But the most coveted pass was that which came after we had carried water to the elephants.

By the time the morning parade was lined up for its tour through the town, the farmers and their wives and children had parked their wagons all down Wabash, (Charleston and Essex avenues, had tied on the horses' feeding bags and themselves had ranged along Broadway to see the sights. After the parade and before going to the show itself, these out-of-town people tramped back to their wagons to water their horses, to take off their own shoes to air their feet which had been too confined in their new shoes and to get out the family dinner basket. Often they would come into our yard to get a bucketful of good clear water from our chain driven pump at the well. Then in the afternoon the crowd who was footloose went to the circus, menagerie, sideshow and the great "concert"

that followed. Pink lemonade stands sprouted everywhere. Thimble-riggers, and three-card-Monte fleeced the innocent and ignorant. But it was all part of the day's fun. The larger number of adults, minus the farmers, waited for the evening performance. But the kids made a whole day and night of it. If one was fortunate enough to be permitted to do so, the sight of the big-top coming down in the flare of the gasoline lamps and the loading of all the paraphernalia repaid the aching feet and sleepy eyes. One thing has stayed in mind all these years to recall the circus. That was the ballad sung by a foppish character in the "concert" held after the main show; admission ten cents.

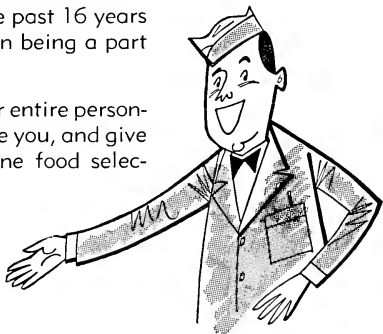
"I'm a dudine, dandy dudine,
You can tell by my style and my fashion;
Diamonds wear, bang my hair,
I'm a regular la de da the ladies say."

A narrow gauge steam railroad was planned by Ira B. James from Paradise to Cooks Mill in 1883-85. A locomotive was bought by the promoter and some right-of-way was procured; but the project slumped, then failed at the expense of the promoter.

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